

# The Running Fix

The Official Newsletter  
of the  
Britannia Power & Sail  
Squadron

## The Fall Training Courses are Underway



Fall 2005 Boating Students



VHF Course Graduates

### DATES TO REMEMBER

Oct 20 <sup>th</sup>	7:30 P.M. Bridge Meeting Britannia Yacht Club
25-27 Oct 2007	CPS National Conference Marriot Hotel, Ottawa

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## Past Commanders

1964-1966	James B. Milne
1966-1968	Earnest E. Criddle
1968	Peter Wilson
1968-1970	William K. McConnell
1970-1972	Paul C.M. LaDelpha
1972-1973	Arthur N. Huddleston
1973-1974	George W. Booker
1974-1976	Ralph C. Smith
1976-1978	Ellen Devine
1978-1979	Edward Wiggs
1979-1980	Jack Buchanan
1980-1981	Kenneth Findlay
1981-1983	Jim Craig
1983-1985	Wm. Newlands
1985-1987	Stuart McNeely
1987-1988	K. Joan Feltham
1988-1990	Howard G. Peck
1990-1992	Larry Brown
1992-1993	Alex Falkner
1993-1996	Elaine Gregory
1996-1997	Ed Gauthier
1997-1999	Chris Borgal
1999-2000	Bruce Henderson
1999-2000	Laura Seidl
2000-2001	Jessica Austria-Henderson
2001-2002	Rino Thériault
2002-2003	Chris Brown
2003-2005	Nelson Hardy

## Squadron General Information

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# Commander's Message

Jean Dupuis AP  
Commander



This is my first opportunity to address the membership as your new Commander. I hope that you all had a great summer out on the water and that you had plenty of opportunity to practice the skills you have learned from your CPS training courses. At present, your Bridge

Officers are gearing up to begin another training season. Classes will be held on Monday evenings this Fall at Sir Robert Borden High School in Ottawa as opposed to the usual Tuesday evenings. This Winter, classes will be held on Tuesday evenings at the same location. It is hoped that this variation in class nights will provide more flexibility for those persons wishing to enroll in our courses. As Commander, I will promote a more diversified training program with more course options. However, we can only deliver these courses if we have sufficient instructors to do so and it is hoped that we will be able to recruit new instructors this Fall to meet the demand.

On another front, we still have several vacant Bridge positions to be filled. At present we require a Training Officer, a Treasurer, and a Supply Officer. If anyone in the squadron membership can give up one evening each month and is interested in any of these positions please contact myself or any bridge officer. Our contact information is found elsewhere in this issue and on the squadron web site. From a personal perspective, serving on the squadron bridge can be fun, interesting and provides us with first hand information regarding changes in boat training requirements. It is also a great way to meet a lot of interesting people from all walks of life who share the same interests in boating safety we all do.

Finally, the National CPS Conference will be held in Ottawa in the Fall of 2007. CPS Rideau District is hosting this event and the planning and preparations are now underway. Locally, both the Ottawa Squadron and Britannia Squadron are seeking volunteers to help with these preparations and to serve on the various committees. Please refer to the enclosed article regarding this conference elsewhere in this issue of the Running Fix. If anyone in our membership has some

spare time and the required skills, please contact P/Cdr Frank Keating, Ottawa Squadron.

In closing, I look forward to serving you as your Commander and I look forward to a busy training year. Please refer to our squadron web site often for news regarding our training schedule and other squadron activities.

Fair Winds to All!

Jean Dupuis AP  
Commander

Chief Commander Howard Peck passed away on Saturday, June 25, 2005 following a relatively short illness. Howard was a Life Member of the Canadian Power and Sail Squadrons. He served as Commander of the Britannia Power and Sail Squadron from 1988 - 1990 and was Squadron Training Officer from 1985 - 1987. He also held several positions at the District level of CPS. He was District Administrative Officer from 1992 - 1994, District Executive Officer from 1994 - 1996, District Commander from 1996 - 1998, before becoming Chief Commander of the Canadian Power and Sail Squadrons in 2004. During his many years as a member of CPS, Howard's dedication and devotion to the organization, was relentless. He will be sorrowfully missed by his lifelong partner, P/Cdr Joan Feltham, and by all the CPS members who had the privilege to work with him in promoting National Safe Boating Education.



P/Cdr Larry Brown AP, passed away on June 21, 2005. He was commander of Britannia Power and Sail Squadron during 1990 to 1992. He also served as Training Officer in 1999 - 2000 and Squadron Historian over the past several years.

# Schooner sailing in Maine

Robert Dandurand P

**B**ack in May, I went to Maine and went on the shakedown cruise of the SV Mercantile. This was another marvellous trip and different from the half dozen preceding ones. For starters, my other nephew, Daniel, accompanied me this time. Secondly, it rained throughout, except for VERY brief moments you could count in minutes. It was cold (40 degrees F) and very, very windy (in the 40-knot range for most of it), all of which created a very particular situation: limited but exhilarating sailing!!

The drive was uneventful, although the countryside from my Mom's through the Eastern Townships, Vermont and into Maine is pastoral and scenic at the same time.

We boarded on Sunday evening and met the other 13 paying crew and the ship's crew. I recognized the captain (Jos), the first mate (Ben), the deckhand (Marcel) and the cook (Anna) from previous years, and they recognized me. There was a new deckhand (18-year-old Adam), a mess mate (Shannon) and a cook being tried out for the owner's other sailing ship, who happened to be a Montrealer (Ron).

We were assigned our cabins. I was fortunate in being given a doubleberth for myself and Daniel had a cabin to himself whereas most of the other "paired" passengers (whether father/son or couples) were two to a cabin. Sometimes you will even find yourself with a stranger but that is when they have a full manifest (26). At 15, there was room to spare. The cabins are small and only one occupant at a time can be up and about. Everyone is summoned on deck for the Captain's Call. The Captain greets us officially and introduces the crew, goes over the security advice and instructions on using the head.

The first evening, you dine on shore. We paired up with my sailing buddy Burt's friend and my sailing Squadron colleague John and his son Eric. John had heard my gushing about the fine sailing in Maine and roped in his boy to come down for this trip. We all got acquainted (Eric, 34, newly married and expecting soon, highly enthusiastic) while enjoying local fish fare. We shut the place down at 9 p.m. and make our way to our cabins to settle in.

Monday morning is bleak and wet. From my cabin, which is against the galley (kitchen) and head (toilet) bulkhead, I can hear the stirrings of the galley crew (they start stoking the wood-burning stove at four in the morning) and deckhands wiping down the cabinhouse tops. By seven, there is a pot of steaming coffee, tea, cocoa, on deck under the awning with freshly baked coffee cake and cantalope to help ward off the damp. The wind has died down but it won't be long before it blows back. We mingle and introduce ourselves to our travelling companions, some of which we will learn more of, some not.

The crew is busy bringing provisions aboard while we are summoned down below by the eight clangs of the bell announcing breakfast (blueberry pancakes, sausages, cereals, juice and fruits).

We wait around for preparations to be ended and for a late arrival. We would usually be away by 10 but it will be near noon today before we exit the channel pushed by the yawl and set the mainsail, then the foresail and finally, simultaneously, the jib and staysail. Instructions are straightforward: volunteers line up on each side of the boat and grab hold of the mainsail halyard.

The Captain asks from the wheel: "Ready on the peak?"

"Ready on the peak" answers the mate.

"Ready on the throat?"

"Ready on the throat" comes the reply from many.

"Haul away!" orders the Captain, as we pull hand over hand for a couple of minutes.

"Hold peak!" says the Captain, as the throat crew are starting to strain and raise the boom also.

"Haul away, peak!" . The strain is greater, the movement slower, then we hear:

"Two-six, heave!, two-six, heave!" repeated, as we put our backs and shoulders into pulling in rythm, until the Captain cries: "Make fast!"

## Schooner sailing in Maine *(Cont'd)*

“Walk the line into me” calls the mate at the peak halyard and the deckhand at the throat halward. Then: “Drop it!”. We are under sail!

The wind has picked up (30, gusting to 35-40), the swell is 4 to 6-feet with foam at the wave crests and we are being pelted by the rain but, no matter: WE ARE SAILING!

Lunch is ready and being served below, cafeteria style: clam chowder, biskits, spinach salad, chocolate chip cookies and lemonade. My experience keeps me to two biskits heavily buttered and two ccc. A few will soon be “indisposed” by the boat’s motion. I and a few others will remain on deck, appropriately geared, despite the wind and rain until the Captain decides to bring down the sails at 3 p.m. (waaay earlier than usual but), the boat having taken a beating on its first “public” outing of the season. He explains that the wind is too strong to get to where he was hoping to get to and “50 knots is the very limit she can take, besides we aren’t insured past 50” and it’s gusty out there.

Most everyone gathers in the galley to feel the warmth of the stove: the cabins have no heat source. The cook understudy is preparing breaded chicken, rice, carrots, salad, and chocolate dipped strawberries for dinner as Anna, the seasick cook, supervises but Ron knows his business.

We anchored at North Haven in the nick of time, we can feel the wind picking up despite being in the lee of the island. The boat swings at anchor: the Captain will want a watch on through the night. Books, journals and card games (yantzee) come out but many retire by 9 p.m.

The next morning, the Capt’n orders a double-reef in the main before setting out for the town of Castine after breakfast. The hearty ones raise the anchor and we are off, in 4 to 5-foot swells and plenty of wind: we ship water through the scuppers. There is a misty rain and I’ve exchanged my sailing gloves for woolen mitts.

Lunch already! Chili and cornbread, cheese and veggie nachos, salad and carrot cake. Food on these trips is always plentiful and tasty. The Captain advises us that he is returning to North Haven. Using the technical

nautical term he says there is “shit weather ahead”. So we turn back and douse all but the foresail until we anchor where we departed less than four hours ago, but what a ride! A ride ashore in the yawl is offered to those wanting to stretch their legs and half a dozen passengers go. It’s a chance for me to talk to crew and passengers and find out a little about them. everybody has a story of some sort and I like finding these out. For instance, Bill (74) and Dot (78). I assumed they were long time partners. It turns out they hooked up less than three months ago through a mutual friend and are doing this as a hoot! Norah, 56, a retired public servant from Chicago is here as part of a life-long wish and a Mother’s Day gift from her daughter. Ron, not the cook, is a retired U.S. Navy submariner, etc.

The lobster bake is postponed due to the inclement weather so we have lasagna and garlic bread. Remember, all the meals are prepared on a wood-burning stove. There is no microwave or electric mixer, etc.

Wednesday brings more rain and a little less wind so the Captain decides to make a run for port, a day early granted but otherwise we might be stranded here a few days. Not that many of us minded!

The motion is kinder than yesterday and the wind seems to top off at 30 rather than 45 knots. In a little over four hours in the fog, Camden appears, ghosthily. We drop sails and are motored by the yawl to the dock. It shows that it’s the start of the season as all goes awry but the Capt’n soon has things in hand. We will have our lobster bake aboard rather than on a beach but the camaraderie of the last few days has bound us in revelrie. All are merry!

Our last morning, it is still raining and blowing so hard that the rain travels horizontally under the awning!! We have our last meal (quiche) and gather our things, slap backs and share hugs and addresses and are on our way home. I had a grand time and returned, to another sailing vessel, the J&E Riggin, in August, for more. You should try it!

# Squadron Scuttlebutt

Robert Dandurand

It might have been a while already but it is worth noting that 24 members showed up for this year's 41st Annual General Meeting. It was a rainy night but interest in our affairs, or was it the guest speaker?, drew the crowd.

Brockville Squadron member and author of the most comprehensive book available on close quarters boat maneuvering (*Boat Docking - Close Quarters Maneuvering for Small Craft*) Dr. Charles T. Low accepted the invitation to precede the AGM with a presentation peppered with anecdotes and personal stories of docking misadventure. With the use of visual aids, Charles demonstrated the proper techniques for getting alongside gracefully and secured safely. He fielded questions about the dynamics of a boat's motions under the influence of diverse forces exerted upon it. His presentation was greatly appreciated, judging by the applause and subsequent interest in his book. If you would like to learn more, Charles can be reached at [www.boatdocking.com](http://www.boatdocking.com)

As you might have learned by now, the Nominating Committee found no new members to join the Bridge and those wishing to serve another year were re-elected by the single ballot cast by the Secretary, Valerie Hume. So the Bridge is short a number of Officers and the District Commander, Barry Brown, pointed out, after thanking out-going Commander Nels Hardy for his two years of helming the Squadron, that the decline of membership numbers and volunteers is a very common problem. He pointed out that members need to know that Bridge positions are not the purview of senior members or the most experienced sailors and boaters but that they are open to any and all members. He stated that our next breakthrough would be to have volunteers speak about the rewarding feeling of contributing.

The Change-of-Watch and swearing-in were conducted and the meeting was adjourned but the conversations and socializing lasted awhile.

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Are you changing your boat? Returning from a cruise? (for security reasons, we would NOT say when and

where you are going but we certainly would like to hear all about it upon your return!). Attended a great (sail)boating seminar or heard of one coming up: share the information with the running Fix. Just call me at 613 741-7526 or write at [rdandurand53@hotmail.com](mailto:rdandurand53@hotmail.com)

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Late May and there is another gathering of the clan: it's graduation time. The occasion when studious and safety conscious boaters receive their certificates and some choose to become Squadron members. Forty people attended the event, the dinning and wining, and I understand there was some swearing involved!

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The Graduation is also an occasion to thank instructors John Moss, Art Clare, and Ann MacGillivray and make a Presentation of Awards and Merit Marks to members who have contributed 20 hours of volunteerism in the past year. Recipients this year included:

Ann MacGillivray, <u>AP</u> :	2nd merit Mark
John T Partington, <u>AP</u> :	3rd Merit Mark
Fred Herrndorf, P:	5th Merit Mark and Senior Member Award
Robert Dandurand, P :	5th Merit Mark and Senior Member Award
Dave Goddard, S :	6th Merit Mark
Bill Hall, P :	6th Merit Mark
P/Cdr Chris Brown, S :	17th Merit Mark
P/Cdr Larry Brown, <u>AP</u> :	17th Merit Mark
P/Cdr Joan Feltham, <u>AP</u> :	25th Merit Mark and Lifetime Member

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## Members' Messages

Member Shirley Bemis is searching for crew, with some experience, to day sail, sail weekends, and especially during sailing week on Lac Deschênes on her Niagara 26. Contact Shirley at 613 829-7008.

# A JACKRABBIT START

Burton Blais P

## Part 1 - Building *Jackrabbit*

When I first cast about for a small boat to build during my most recent flare-up of boatbuilding-itis (a symptom of “boat-on-the-brain” disease), I had never heard of John Welsford and his designs. I was looking for a sailboat with camp-cruising potential, a large cockpit and a beamy hull capable of safely carrying a relatively large payload of adventurers and their gear. Also, the boat had to be easily trailerable behind a modestly powered family car to carry her to different sailing venues. Nautical aesthetics matter a great deal to me, and I wanted a traditional looking boat, something in the vein of an American catboat (a type which greatly appeals to me), with a jaunty sheer and a four-sided sail. I had considered a number of Phil Bolger’s designs, having built several in the past, but wanted to try something a little different this time around. Then I read a couple of articles in *Watercraft* magazine describing John Welsford’s Houdini design, and felt that here was a boat that met all of my criteria and which seemed to be within the limited scope of my boatbuilding abilities. And so, I ordered a set of plans through Duckworks and began gathering some building materials.

The plans were fairly detailed and accompanied by a written description of the building sequence. The hull was built using meranti plywood ordered from Noah’s, and white ash for all structural framing members, including the keelson and stringers. My choice of ash for this purpose was based on its ready availability, strength, flexibility and gluability (its poor decay resistance was compensated for by thoroughly coating with epoxy). The exceptions were the skeg and outer keel, which were made of South American mahogany due to the abuse these members would suffer from groundings and so on, negating the effectiveness of any epoxy capsule.

I made several deviations from the plan. First, I omitted the anchor well in the foredeck, preferring instead to keep the small Danforth on a specially made bracket mounted on the forward bulkhead, with the rode and a 10’ length of chain stowed in a bucket, providing ease of deployment from the cockpit. Another omission was the drainage well in the cockpit floor, which I felt would be of little value in the event of shipping a large sea (minor dollops of water are easily mopped up with a sponge, whereas a diaphragm pump will suck up larger quantities right off the floor). Lead pigs (65 lbs each) were bolted to the bottom on each side of the centreboard case beneath the cockpit floor. The space enclosed by the floor, sternsheets and

forward section are intended to form a continuous watertight compartment providing buoyancy in the event of a capsize. I fitted plastic ports (the type used on kayaks and canoes) to provide access to the bilge area and for servicing the centerboard pin. These subsequently proved not to be entirely watertight, but hopefully will sufficiently retard the influx of water to keep the boat afloat while bailing her out. Access hatches in the forward bulkhead and sternsheets were made watertight using closed cell foam weather stripping against which the covers are tightly pressed when closed.

During construction, some difficulty was encountered when attempting to bend the forward bilge panels to meet the stem. The broad panel of stiff meranti plywood simply could not be induced to take the required twist, and after breaking three pieces I began searching for an alternative approach. I considered strip planking this section, but in the end settled for ripping the plywood diagonally into approximately 5 inch wide strips running from bottom to stringer. This solution worked well, with the whole section being reinforced with two layers of glass cloth and epoxy, both inside and out (plus the sheathing layer applied to the whole exterior of the hull). The only drawback to this approach is that it resulted in an unfair chine line at the forward section which was very difficult to correct with repeated applications of thickened epoxy and a belt sander. I am still not completely satisfied with this line’s final appearance.

I had originally wanted to follow the purist’s path and equip the boat with a set of oars for auxiliary power. However, after careful consideration and consultation with some sailing buddies, I decided that this hull would not likely row well, and opted to outfit her with an outboard motor (a brand new Honda 2 hp, reliable, good on fuel and relatively non-polluting) on a transom-mounted bracket. I have not regretted this decision.

The exterior of the hull was sheathed in fiberglass cloth and epoxy, with several coats of epoxy on every other surface. She was painted using one part polyurethane marine paint (which experience has taught me does not stick well to an epoxy-coated surface without a primer coat), with Cetol or varnish applied to accent coamings, rubbing strips, tiller and other features. The mast is an aluminum tube, as suggested by the designer, with spars of varnished spruce (construction grade) painted white at the ends to give that traditional flair.

*Continued on Page 8*

# 2007 National CPS Conference Update

As many of you know, Rideau District is preparing to host the 2007 National CPS Conference which will be held from Thursday October 25 to Saturday October 27, 2007 at the Marriott Hotel in Ottawa. It is expected that between 300 to 400 people from all over the country will be attending this event. The chair of the conference committee is P/Cdr Frank Keating (Ottawa Squadron), and he is searching our membership for persons who have the talents and a bit of spare time to fill some vacant positions on the organizing committee for the conference. The following is a copy of a recent letter from the committee chairman.

To the membership.

The committee is in dire need of:

- Chair of the Prizes Committee;
- Chair of the Entertainment Sub-Committee; and
- Chair of the Meals and Receptions Sub-Committee.

Each of these positions will require work during the next 27 months leading into the conference.

My most important recruits at this point would be two or three individuals with a Marketing/PR background, or contacts in those fields, as Prizes Chair and his/her helpers. What we need is someone who knows how to get “freebies” out of businesses. If the individual felt that he/she may have a conflict of interest, due to their employment, we can arrange to use their guidance and work, but hide it through direct contact /solicitation by others.

The next is an individual who likes to party, and can organize one (two to be precise). We have people willing to help but we need an organizer. We will be having two major parties (Friday and Saturday), which need entertainment and decorations.

The other major player required, will be needed to coordinate the meals. There are three major “sit-downs”, two medium sized luncheons and possibly three small to medium sized receptions. These will be organized with the help of the Hotel Events Coordinator.

In addition to these folks, there will be a need for people during the conference to help in all manner of ways, but they can be found later.

Any assistance you can provide in this effort will be greatly appreciated.

Thank You!

Frank Keating, AP, P/Cdr  
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*Continued from page 7*

When it came to choosing a name, I thought about what I hoped to achieve in this boat. I wanted to broaden my sailing horizons, to make my way along the rivers and lakes of eastern Canada relying primarily on the boat and whatever gear I had aboard. While sailing is my summertime passion, cross-country skiing is an important focus for me during the long Canadian winter. I thought of my hero, Hermann “Jackrabbit” Johanssen, who pioneered skiing in eastern Canada during the first half of the twentieth century. He met many Cree people during his ski trips through the Canadian wilderness, and learned to admire the way native people cherish nature. The Cree were also impressed by this man, giving him the honorary title “Okamacum Wapooes” (Chief Jackrabbit), because of the speed with which he travelled through the bush on skis. Just like the jackrabbit, who is at home moving speedily through his native woodland environment, I hoped that my little boat would be at ease scudding across the waters.

