

Spring Fire and Flare Event

Social Activities Officer, Venetia Moorhouse S recently retired, always had a flare for fire. 42 persons equipped with quantities of expired flares for practice firings came to help her leave with a bang. The May 25th gathering was blessed with breezy warm evening weather adjacent the Nepean Sailing Club. The Canadian Coast Guard assisted with a talk and display articles regarding the ever evolving regulations, the latest in comfortable inflating life jackets, and distress signaling devices. Preparatory to the event, Venetia had to notify police and fire departments in both provinces in addition to four area airports as to the scheduled discharge of red flares. Hence no large SAR helicopter appeared during the practice discharges at the point on the west side of the harbour.

The fresh breeze assisted by demonstrating some undesirable trajectories that might occur while shooting off a distress flare during a windy dark and stormy night. It was a stimulating learning experience. Hand held flares burned very brightly for more than a minute or so but dripped molten material igniting the dry grass. Without care one could do a nasty job on the deck. Your emergency could be compounded by setting your vessel aflame. The burning time seemed an eternity while grasping the flare at arms length. Some out of date ones proved difficult to light. The leftovers were conveniently left with the Coast Guard representative for disposal.

While, half of the group were shooting off flares, the other half had a hands demonstration of fire extinguisher usage, tutored by a representative of the "Regional Life Safety" organization. Many of the group had brought their out of date extinguisher along and took advantage of the on site refill service provided by "Fire Alert". One is reminded that an extinguisher needs servicing every 6 years or one's boat fire insurance could be ineffective. Some were surprised at how little time it took to totally empty their minimal sized (2 lbs) dry powder extinguisher. Venetia carries two of the next size up on her vessel.

Although you could say Venetia retired from the bridge in a blaze of glory, we hope to hear from her again.

Submitted by Ted Moorhouse AP

P.S. Venetia M. has done a superb job in a variety of activities on the Bridge over several years and while she no longer holds a formal position, she continues to dedicate a significant amount of time helping out and ensuring well organized events.

Thank you Venetia!!

2001 Roster

In the preparation of the current Britannia P&SS Roster, the following active members names were omitted by inadvertence.

Bashaw, Ian
Dunn, Patrick
La Delpha, Paul

Devine, Ellen
Feltham, Joan
Theriatult, Jacques

We very much regret this unfortunate mistake.

Rino Theriatult

DATES TO REMEMBER

November 8/2001

Britannia Yacht Club, 7:15 P.M.
Travelogue by Robert Dandurand and also
Simon Riopel & Friends.

November 19/2001

Bridge meeting
Britannia Yacht Club, 7:30 P.M.
Sunset room

November 24/2001

VHF & BoatPro Seminars

December 14/2000

Christmas Dinner
Britannia Yacht Club, 6:15 P.M.
Sunset Room

December 15/2000

Exams .

January 8/2002

Registration, Boating (Accelerated), Piloting,
7:00 to 9:00 P.M.
Sir Robert Borden High School

January 21/2002

Bridge meeting
Britannia Yacht Club, 7:30 P.M.
Sunset room!

January 26/2002

VHF & BoatPro Seminar

The Running Fix



Squadron Executive 2001 - 2002

Commander	Cdr Rino Thériault <u>AP</u> 590-7312, rinotrio@netzero.net
Executive Officer	Vacant
Training	Lt/C Bart Tecter <u>AP</u> 721-3902, bart@nettech.ca
Secretary	Lt Robert Dandurand 831-8585
Treasurer	1st Lt Robin Dingwell AP 829-1044, dingwellr@msn.com
Administration	<i>vacant</i>
Membership	1st Lt Gisèle Gélinas (819) 669-7515, giselegelinas@hotmail.com
Public Relations	<i>vacant</i>
Communications	Bill Hall P 830-5580, va3wmh@rac.ca
Social Activities	<i>vacant</i>
Supply	1st Lt Rod Doney 747-9729,
MAREP/Safety	<i>vacant</i>
Running Fix	Bill Hall P 830-5580, va3wmh@rac.ca
Deputy Training	1st Lt Fred Herrndorf P 226-2964, fherrndorf@travel-net.com 1st Lt John Partington P 827-1346, johngail@magma.ca
Historian	<i>vacant</i>
Past Commander	P/Cdr Jessica Austria-Henderson P/Cdr Laura Seidl P

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

Squadron General Information

Mailing Address:	Britannia Power & Sail Squadron P.O. Box 32101 1386 Richmond Road Ottawa ON K2B 8L4
Answering Service:	(613) 721-0087
Web Page URL:	http://www.storm.ca/~bpsscps
Email Address:	bpsscps@storm.ca

BRIDGE NEWS



Changes on the Bridge

We welcome Bart Tecter as Training Officer in replacement of Burton Blais. Bart is a long-time and active member of BPSS and returns after spending some time abroad. His valued contribution is timely and much appreciated.

Gisèle Gélinas has generously accepted to take over as Commander on November 1st in replacement of Rino Thériault. Gisèle has worked very hard on membership issues; she brings abundant enthusiasm and energy and is certainly up to the challenge before her.

Thank you both for helping making CPS and BPSS a better organization.

PROMOTO

With a dramatic and colourful re-design, the new PROMOTO Newsletter is full of information on public relations, membership, training, education and news from CPS. It is available on-line only at the following address:

<http://www.cps-ecp.ca/html/english/promoto.html>

This is a good way for members to keep up with the news and developments in CPS and we encourage you to visit this and other CPS sites.

Merit Marks

CPS is a self-sustaining organization dedicated to boating safety through education and with no external support. Its valued members and the personal dedication of those members are so important to ensure CPS remains strong and vibrant.

The only formal compensation that active members receive for their substantial effort towards furthering the interests and objectives of CPS is the Merit Mark. A Merit Mark is awarded to an active member based on a minimum of 20 hours of work over a two-year period; a maximum of one MM is awarded to a member each year.

The number of Merit Marks earned by each member is indicated in our Roster (see legend on page 6). Please refer to line 2, directly under the name of the member where you will find the year a MM was awarded last and the number of accumulated Merit Marks. The following is a list of those having earned a Merit Mark in year 2000.

- | | |
|----------------------------|-----------------|
| Austria-Henderson, Jessica | Borgal, Chris |
| Bartosek, Peter | Brown, Chris |
| Dandurand, Robert | Dingwell, Robin |
| Doney, Rod | Dyer, Jim |
| Findlay, Ken | From, John |

- Goddard, Dave
 Hardy, Nelson
 Herndorf, Fred
 MacNeil, Don
 Moorhouse, Venetia
 Oscroft, Keith
 Theriault, Rino
 Wilcox, Phil

- Hall, William
 Henderson, Bruce
 Jowett, Mike
 Moorhouse, Ted
 Moss, John
 Seidl, Laura
 Whittier, Donna

A member having accumulated 20 Merit Marks receives an official recognition as a "*Life Member*", a very distinguished and significant achievement. Britannia P&S Squadron is very fortunate in having among its membership several *Life Members*, and others who have given much of their personal time. And I leave you with this thought...!

BPSS LIFE MEMBERS

- 1986 – Paul La Delpha
 1990 – Ellen Devine
 1998 – Ken Findlay
 2000 – Joan Feltham



A smile for your day !

Announcements



BRITANNIA POWER & SAIL SQUADRON

presents

**CRUISES !!
CRUISES !!**

SLIDE SHOW ETC.

ROBERT DANDURAND CRUISED
ON A WORKING SCHOONER
OFF THE COAST OF MAINE
MAY 2001

&

SIMON RIOPEL & FRIENDS
CHARTER CRUISED ON A SAILING
YACHT
IN THE GREEK ISLANDS
SEPTEMBER /2001

AT
**BRITANNIA YACHT CLUB
SUNSET ROOM**

NOVEMBER 8, 2001, 7:15 P.M.

50/50 Draw

*COFFEE & GOODIES SERVED
ADMITTANCE CHARGE \$3.00/PRS.*

SQUADRON ANNUAL CHRISTMAS DINNER



- When:** December 14, 2001
Where: Britannia Yacht Club,
2777 Cassels Street
What: Bar opens 6:15 P.M.
Dinner: 7:00 P.M. Buffet
Cost: \$16.00 per person
(includes gratuity); cash bar
Action: Contact Venetia Moorhouse
at 832-2013 or
E-mail moorhous@cyberus.ca

Tickets are limited RSVP by Dec. 10/2001

Members Are People not just numbers

Gisèle Gélinas
1st Lt, Membership Officer

In this busy time of personal commitments to family, work and loaded schedules, take a moment to ponder the following question:
Why am I a CPS member?

Do you relate to:

Boating safety?

Training others?

Fellowship?

Travel?

Benefits?

Being part of your Squadron Executive Committee, Squadron, District?

Promoting safe boating in ever-changing times?

If you answer yes to any of these, if there are any other reasons you can think of, which are too numerous to mention, you are an appreciated member. Take a moment at work to promote your pride in CPS membership and its benefits. There are always new boaters who require education, so why not encourage them to go with the best – CPS. Help increase our membership and keep CPS the leader in boating education.

Remember, a member is a person, not a number, and if we continue to enhance our membership, the stronger our organization will be. If you want to share any ideas on how we can achieve these goals, please contact me at giselegelinas@hotmail.com

A MARINERS' GRACE

For being our anchor in times of trouble and strife.

Lord, we thank Thee.

For being our lighthouse through the thunder and tempest of life.

Lord, we thank Thee.

For giving us smooth waters, fair winds and tranquil weather.

Lord, we thank Thee.

For this food and fellowship we share tonight together.

Dear Lord, for these and all Thy other mercies,

We thank Thee

By Alexander Roulstone



Canadian Hydrographic Conference 2002

The Canadian Hydrographic Conference (CHC 2002) will be held in Toronto, Canada - May 28-31, 2002. It will be presented in collaboration with the Canadian Hydrographic Association, Canadian Coast Guard, Canadian Power and Sail Squadrons, Federation Internationale des Geometres, International Hydrographic Office, The Hydrographic Society of America, the Canadian Hydrographic Service and the Company of Master Mariners of Canada.

Anyone interested in presenting a paper, training session, exhibiting or just attending is invited to visit the conference website at: <http://www.chc2002.com>.



From Killarney to Collins Bay Marina, Kingston

This is **Wilf Pilsworth** log on **David Budd's** Ontario 32, named "SCHEHEREADE"

August 25, Friday: Arrived Sudbury airport at 13:00 hours, and was met by Dave & Nikola. Lunch was at Tim Horton's then a 100 kilometer drive to Killarney 80 of which were through unspoiled forest with nary a soul in sight. Following the loading of my gear on the boat we were off for a tour of the Killarney channel in Dave's Avon dinghy. Later we were off to the local fish & chip restaurant along with everyone else in town. Bedtime was early but the combination of dance hall music and a horrendous thunder storm with accompanying lightning made for a disturbed night's sleep.

August 26, Saturday: After an early breakfast Nikola departed by car for home and shortly thereafter Dave & I cast off on our first leg of our journey, Killarney to Tobermory. The wind was light at the start so we powered. After an hour of motoring the wind filled in and we could revert to sail. The wind stayed with us all the way to our destination. We tied up in Tobermory at 17:00 hours having travelled 46 nautical miles. Most of this passage was made under overcast skies.

August 27, Sunday: Tobermory's Little Tub Harbor is a sheltered spot except when the wind blows from the north-east. You can guess the rest. The wind swept right down at us, consequently we had a rock and roll evening at the dock. The same northeaster was ideal for our passage south on Lake Huron.

With a 07:00 start we power sailed down the Cape Hurt channel, a body of water that requires one's attention. Once clear of the shallows and shoals it was clear sailing along the shore of Lake Huron to our next port of call. The seventy-two mile sail to Kincardine was reasonably swift given an off-shore breeze of twenty knots. The seas were about 2 metres from crest to trough and had us surfing on several occasions.

Dave may have spent most of this season cruising but he hasn't totally lost his racing spirit. How can I tell? Well at one point in our passage when the wind moderated below 20 knots, Dave handed me an electric fan with instructions to stand aft and point the fan at the main sail. That's my en racing pal for you.

Sailing out of sight of land really drives home just how big Lake Huron is but you can tell we were making progress down the great lakes. Now when we hear a coast guard broadcast there are references to locations more towards Sarnia and Lake St. Clair rather than the North Channel, Killarney and Whitefish Bay.

Kincardine is an attractive harbor; however, shore facilities were not that impressive. Certain things can make or break one's impression of a harbor, such as clean, bright, and airy washrooms. Then there is the attitude of staff in the restaurants. Kincardine came up with just a passing grade on both counts.

By chance we shared a finger dock with a yacht that Dave had met previously in Little Current. The boat was a Freedom 28 that the owner was single handing back to Lake Ontario. We sat on deck and chatted for an hour or so, as he related his problems of anchoring at Club Island and how other yachtsmen assisted him to keep "Black Skimmer" off the rocks.

As the sun set, a highland piper perched on top of the lighthouse played a lament and several other tunes. This we learned is a local tradition here in Kincardine.

August 28, Monday: The weather forecast called for south-east winds veering to southerly in the late afternoon. Wind speed would be 10 to 15. After consulting the charts, we decided to sail for Sarnia. This was a reasonably long sail but there were few other harbors to choose from. Initially there was little or no wind so we motored out of the harbor and watched a gorgeous sunrise. An hour or so later the wind filled in as

predicted and with both sails reefed we were soon scudding along. Unfortunately the wind packed it in around 2:30 PM. Then it was back to motoring, a bus ride to Sarnia; however, there was one major annoyance to our bus like ride. What annoyed us to distraction? I'll tell you, it was one thousand black biting flies! Black buggers! After swatting 2 hundred or more, we needed some "Slogans Liniment" for aching muscles. Our combined score of kills had to be in the 5 to 6 hundred range. They never ceased. Dave even resorted to using the anchor hose to kill and sluice them away. I finally retreated to the cabin and behind screens to escape. The battle finally dwindled towards sunset with a fervent prayer that they not return tomorrow. I reckon those flies pestered us for 45 of our 78.3 nautical mile passage.

There were good moments! Such as blueberry pancakes with maple syrup for breakfast, plus orange juice and fresh brewed coffee! Then there was the brilliant sunrise. The shower, the cold shower (22 Celsius) was a real treat. That was the first and more than likely the only time I will have a shower in the middle of Lake Huron! It was all very decent given there was no other boat in sight throughout the 360 degrees of the compass.

The GPS served us well. Its accuracy is mind boggling. At sunset we arrived at the Sarnia Yacht Club where we moored for the night.

August 29, Tuesday: With the sunrise we cast off and motored into the St. Clair river on our way to Windsor and the marina opposite Peche Island. The first several hours was under motor with the wind right on the nose. This state of affairs was perfect for sight seeing. The American shore has a rich mixture of residential architecture while the Canadian side is dedicated to chemical plants and generating plants. Oh yes, the Canadian side also boasts a "Bayer" (as in aspirin) plant.

What was really neat was having a front row seat when the big lakers went by. It's hard to imagine a vessel a thousand feet long, 72 feet wide and drawing 26 feet. These behemoths cruise at 15.5 mph and burn 57 tons of bunker C oil in a period of 24 hours.

Upon reaching Lake St. Clair, the wind came up and gave us a close reach to our destination. With a relative 10 to 15 knot wind, the afternoon turned into a very pleasant sail.

It would be remiss not to mention the 2 to 3 knots of current that pushed us to our destination.

The weather has turned hot! It is somewhere in the 29 degree Celsius range. Lake St. Clair is 24 degrees. Visibility is about 2 miles. Truly a lazy, hazy day in summer.

Windsor shows the signs of its new prosperity. There are high-rises and condos, new residential areas and our government built marina. Today was a short trip by previous standards. We were tied up by 3:30 PM and ready to party but first of all the showers beckon.

August 30, Wednesday: This would be a windless passage. From our starting point at the Lake view Marina in Windsor, we motored the entire distance to Scudders Marina on the north end of Pelee Island.

For me it was a nostalgia trip. It was enjoyable to see the skylines of Detroit and Windsor and note the differences that have taken place in the past 35 years. But there are still segments of the skyline that are depressing. Old industrial areas that were completely decrepit and abandoned.

As might be expected, the navigation of the Detroit River is relatively straight forward. Just follow the channel markers and give the lakers all the room they need. The lakers several of which passed us are awesome in size.

TO BE CONTINUED !!