



Squadron Charter and Trophy Recovered

Perhaps it was the result of a clean out of Britannia Yacht Club archives. But whatever the reason, Britannia Power and Sail Squadron was the recent happy beneficiary, retrieving two long-lost artifacts of historical importance.

BYC Commodore John Vines discovered and returned to BP&SS Commander Chris Brown, the "missing-presumed-lost" squadron charter. Then, a little worse for wear, the charter has been refurbished and re-framed by Chris.

Perhaps as a result of the same archival clean-out, BP&SS Past-Commander Ken Findlay recovered, also from BYC, a trophy inscribed "Seamanship".

A little sleuthing by Ken determined that the Seamanship trophy was donated in 1970 by then-Commander Paul LaDelpha for annual competition. It would be for "boats of shipshape and Bristol fashion" whose skippers then "demonstrated proficiency in boat handling, marlinspike seamanship and line tossing."

DATES TO REMEMBER

- Sept 7th, Saturday, 1:00 PM**
Raft up & Corn Roast, Aylmer Island
- Sept 10th, Tuesday, 7-9 PM**
Registration for Fall Courses
Sir Robert Borden High School
131 Greenbank Road
- Sept 14th, Saturday, 10-12 AM**
Registration continues at SRBHS
- Sept 16th, Monday, 7-9 PM**
Courses Start at SRBHS
- Sept 18th, Wednesday, 7:30 PM**
Bridge Meeting
- October 19th, Saturday, 9:00 AM**
Boat Pro & VHF Radio Seminar
- November 7th, Thursday, 7:15 PM**
Stuemer's Circumnavigation
India - Home
Brittania Yacht Club
- November 16th, Saturday, 9:00AM**
Boat Pro & VHF Radio Seminar

Past-Commander and current squadron historian, Larry Brown remembers it well: "Past-Commander Jim Craig and "Lively Lady" won in 1971; Paul LaDelpha and "Pegasus" won his own trophy in 1972."

The trophy was to be presented in competition at the squadron's rendezvous, but in many of the years that followed, squadron rendezvous fell victim to competition from other Lac Deschenes events, and to lack of interest.

Rendezvous were not revived until 1985, this one under then-Commander Stu McNeely. Then-Training Officer Howard Peck devised a knowledge-testing questionnaire, which Larry Brown says "proved to be good fun. Rendezvous took place the next three years, but while there were competitions and prizes, the Seamanship trophy was not among them."

Commander Chris Brown intends to revive competition for Paul LaDelpha's Seamanship Trophy at the squadron's 2002 rendezvous, at Aylmer Island, 1400 hours, Saturday, September 7th. Bring your "shipshape and Bristol fashion" boat... seamanship skills... and have your name inscribed in history. ❖

The Running Fix



Squadron Executive

2002 - 2003

Commander	Cdr Christopher Brown S 521-9411, Christophgb@hotmail.com
Executive Officer	Lt/C Nelson Hardy <u>AP</u> 828-3789
Training	Lt/C Fred Herrndorf P 226-2964, fherrndorf@travel-net.com
Secretary	1 st Lt Robert Dandurand P 831-8585
Treasurer	1 st Lt Robin Dingwell <u>AP</u> 829-1044, dingwellr@msn.com
Membership	Vacant
Public Relations	Vacant
Communications	Bill Hall P 830-5580, va3wmh@rac.ca
Social Activities	Peter Bartosek P 684-7737
Supply	1 st Lt Rod Doney 747-9729
MAREP/Safety	1 st Lt Burton Blais P 989-3517
Running Fix	Bill Hall P 830-5580, va3wmh@rac.ca
Deputy Training	Jean Dupuis <u>AP</u> 225-5757, dupuisj999@rogers.com
Historian	Larry Brown <u>AP</u> 820-1795
Records Officer	David Goddard S 728-0633, dgoddard@magma.ca
Past Commander	P/Cdr Rino Theriault <u>AP</u>

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

Squadron General Information

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DOWN BY THE RIVER

Cdr Christopher Brown S
Commander

The Commander's Message

Every year, at least for the last 14 or 15, my buddy MTM and I have, as he says, "left the planet" and gone sailing on the Ottawa River for a few days. When I tell people this they invariably ask how far we can go. When I respond with "about 50 km" the next question is whether we get bored with such limited horizons.

The answer is an emphatic NO! First off we are sailing not motoring so our journey is never as the crow flies and, as we all know, when sailing there is always something to hold ones attention. Secondly our section of the river is not static. We encountered several new things on this year's trip.

We encountered the bottom a couple of times. This is NOT new but at least we did it in different places! Lovely new docks at Quyon with fingers and 9 feet, at least on the outside. A young man from New Hampshire, in a canoe with a 2hp engine, hell bent on reaching the Mississippi by the fall. The village of Fitzroy Harbor by dinghy. We anchored in Pontiac Bay and rowed over following the chart.

The most striking thing is how little the river is used west of Pinheys Point. During our time upriver there were no boats in Pontiac Bay, no boats at Quyon, two boats at Mohr, no boats at Constance or Baskins and only a few boats at Pinheys. What a marvellous resource, in our backyard, and virtually no one out there using it.

STOP THE PRESS

I am delighted to report that Fred Herndorf has agreed to move up to Training Officer and that Jean Dupuis is coming on board as Deputy Training officer. This is very timely as the training season will soon be upon us.

Please join us on September 7 for a rendez-vous at Aylmer Island. If you need a ride please let me or Peter Bartosek know and we will arrange one.

In the interim I hope that you are enjoying the summer weather. ❖

IN MEMORIAM

Members were saddened to hear since the last Running Fix of the death of two former and stalwart squadron members.

Dennis Clements passed away this spring after fighting with cancer. Dennis was our squadron Training Officer in 1993-95. He achieved the educational distinction of earning the grade of "Full Certificate" (now renamed Senior Navigator.)

In early June we learned that Paul LaDelpha had succumbed to heart trouble. Paul was Squadron Training Officer in 1968-68 going on to Commander in 1970-72. He was a long time boating and AP instructor and for a period Director of the CPS Boating Course. ❖

Circumnavigating with NORTHERN MAGIC

Hurbert and Diane Stuemmer entertained an assemblage of 144 people, a full house, at Britannia Yacht Club, on the evening of April 4, 2002. Britannia Squadron hosted this event which was organized by Venetia Moorhouse. With many slides accompanied by a sparkling delivery, Diane enthralled us with the first half their global circumnavigation, aboard their 42' steel ketch NORTHERN MAGIC. Particular highlights were their motivation, novice sailing experience and Hurbert's optimistic courage when confronted by a long succession of mechanical and electrical gremlins. Diane's recall of their sailing experience was well balanced with her observations of their interactions with the other cultures. However in contrast to their typical presentation Diane emphasized the sailing aspects of the adventure and was amply rewarded by appreciative responses from the audience. The presentation concluded with 10 minute video concerning mining, lumbering and the consequent stress upon wildlife, particularly the orangutan population in Borneo's parklands. An enthusiastic question period was only limited by time constraints.

Sometime prior to their return to Canada the Stuemers realized their youngest son had no memories of his place of origin, Ottawa Canada. His life memories began only while they are sailing NORTHERN MAGIC about half way through their voyage. The second half of their voyage and their return home is scheduled for presentation this November. When they complete the voyage we will find how Christopher responds to arriving at the hometown he can't remember and to living anywhere but on a boat. Admission will be \$15 at the door, as before. You are encouraged to come well before 1915 hours if you would like a seat.

Reported by Ted Moorhouse AP

ADVANCED PILOTING

Prerequisite: Piloting

21 Weeks

Instructor: Colin Nicholson

Classes: Mondays starting 16 September

Fee: \$105.00

HERE'S YOUR CHANCE TO LEARN MORE!

Registration: 10 Sep, 7-9 PM or
14 Sep, 10-12 AM
Sir Robert Borden High School
131 Green Bank

Graduation Barbeque 30th May



Recent Boating graduates who attended the May 30th graduation barbeque.



Graduates of advanced courses attending the the May 30th graduation barbeque.



Merit Mark recipients who attended the May 30th graduation barbeque.

SÉCURITÉ

A BPS Safety Column

A wake-up call.

Earlier this summer, my buddy John and I undertook a week-long cruise in eastern Lake Ontario in my Tanzer 22 sloop, *Full Circle*. *Full Circle's* homeport is Prescott, Ontario, where she normally sails on the stretch of the St. Lawrence River between Prescott and Brockville. While the sailing on this ten mile stretch of river is usually excellent, working one's way upriver against the prevailing sou'westerly can be tedious at times. I had long wished to expand my sailing horizons, and a cruise on Lake Ontario seemed just the thing. Indeed, as it turned out, venturing on the wide open waters of the great lake, remaining on the same tack for several hours as we reached from Long Point to Main Duck Island, and rolling on the large swells, has been the most satisfying sailing experience I have enjoyed to date.

Before leaving Prescott John and I had carefully prepared for our voyage, stocking the boat with food, water and clothes, and checking that all safety gear required for a small vessel venturing out on the wind-swept waters of an inland sea was aboard and in working order. We had anticipated coping with large swells, strong winds and sailing out of sight of land, and did our best to prepare our small vessel accordingly. We practiced reefing the main and genoa, heaving to in strong winds, and pored over the charts to familiarize ourselves with the hydrographic features of eastern Lake Ontario.

Having completed the Lake Ontario portion of our cruise, and feeling exhilarated after experiencing many adventures on the high seas, we set out on the last leg of our journey which would take us down the St. Lawrence River back to Prescott through the Thousand Islands area. And here we met our greatest challenge of all: other boaters! Late in the morning on the downbound trip we decided to put into Gananoque for a hamburger and some ice cream. As we left the expansive waters between Wolfe and Howe Islands and entered the narrow channel toward Gananoque, we began encountering heavy boat traffic, with the usual confusion of wakes from the many powerboats frequenting the area. On reaching the town, we tied up at the public dock by the Customs reporting station, which faces the open river. I left John with the boat and made my way to a nearby restaurant to fetch lunch. As I waited at the counter for my order to be prepared, I casually glanced out the window overlooking the waterfront. To my horror, I saw *Full Circle* bobbing furiously and bashing into the concrete wall of the dock, John doing all he could to keep her from leaping out of the water (a rather unlikely contest between a 160 lbs man and a 3000 lbs boat!). I reached her in time to witness the last two thuds of her port bow into the concrete wall, as the waves began to subside. (The fenders set between the boat and the wall had been of some help, but could not completely keep sections of the wildly pitching boat from slamming into the wall.) John explained that two large powerboats had emerged from a nearby marina at full throttle, trailing huge wakes as they passed close to the waterfront docking area. I was later informed by a local that such incidents are very common on the Gananoque waterfront, where visiting boats are frequently pounded against the concrete wall because of the wakes from passing powerboats. Fortunately, no one was injured and *Full Circle* did not suffer serious damage (a testament to the skill of her builder).

Setting off again toward Prescott we entered the Gananoque Narrows, a narrow buoyed channel from which deep draft vessels such as keelboats must not stray. Here we encountered a large tour boat heading into Gananoque at full speed, making a huge wake. With little room to maneuver, *Full Circle* was forced to

1st Lt Burton W. Blais P

Safety Officer

take the steep wake on her beam, causing her to roll violently, her mast pitching side to side, straining the rigging and nearly swamping the cockpit.

Throughout our journey in the Thousand Islands we encountered heavy powerboat traffic, with *Full Circle* dancing wildly when caught in the confused seas heaved up by numerous converging wakes. During this time we lived in constant dread of rapidly approaching powerboats whose operators, often seemingly unaware of the rules of the road and the dictates of courtesy, would come screaming toward us with their roaring engines, in many cases refusing to yield to a boat under sail until the last possible moment (if at all - in several encounters we were forced to yield to the oncoming powerboats). As we transited the Brockville Narrows a man on a personal water craft buzzed around us for a while, and then cut across our stern, inches from our trailing dinghy. We finally passed to the east of Brockville, gratefully leaving the noisy, traffic-burdened Thousand Islands behind us, and entered the wide and less heavily trafficked final stretch to Prescott. With these nerve-wracking experiences behind us, we came to the conclusion that sailing a boat through the Thousand Islands is about as placid an undertaking as riding a bicycle on highway 401.

The reader may have gathered by now that we emerged from our experience with a less than favourable impression of the reputed charms of the Thousand Islands area. In fact, the Thousand Islands are a scenic wonder, with beautiful natural features and some impressive homes gracing the waterfront. What spoiled it for us was the lack of courtesy and regard for other users of the waterway shown by some of the powerboaters, who operate their vessels as though the waters were theirs alone to churn up.

Several weeks later, I had similar experiences while paddling a canoe with my four year old son on the Rideau River, where a seemingly endless procession of small and large powerboats zoomed by, most operators showing no regard for the effect that their wakes might have on the frail craft and its occupants, who were left dangerously bobbing in steep watery mountains.

When I reflect upon my cruise now it amuses me to consider the conditions we faced on Lake Ontario, sailing in 15-20 knot winds, plowing into 3-4 ft swells toward a landless horizon showing numerous white caps, and yet, throughout our journey, the most harrowing experiences of all were had in the narrow channels of the St. Lawrence River.

All boaters would do well to mind the effects that moving their vessels upon our waterways have on other watercraft and the shoreline. In this age our waterways are congested with pleasure boat traffic, particularly powerboats. The amplitude and steepness of the wakes generated by modern powerboats can be considerable, and their effects on other watercraft are compounded by the presence of other powerboat wakes which can combine to increase the size of waves and create confused seas. The effects of powerboat wakes on other watercraft can be devastating, and include such dangers as capsizing small boats, violently rocking larger boats causing occupants to fall overboard or sustain injuries, damaging rigging and slamming boats against docks. Operators have a paramount responsibility to continually be aware of their environment, to obey the rules of the road and give other watercraft as wide a berth as possible, slowing down if necessary to ensure that their wake does not compromise the safety and enjoyment of others. ❖

Meet your Bridge



Commander: Cdr Christopher Brown S

Ottawa resident with 14 years of service to the Squadron and District in various roles and now Commander of BPS.

Currently sailing a C&C 30 out of CVGR, Aylmer, PQ but began sailing dinghy's on the River Blackwater in the late 60's.

Most interesting nautical experiences were crossing the Atlantic, as a ten year old passenger, on the Empress of England in the very turbulent month of April and years later serving as Quartermaster on a Great Lakes bulk carrier.



Executive Officer: Lt/C Nelson Hardy AP

Longtime Ottawa resident raised on Cape Breton Island. Spent summers as a lobster fisherman while a teenager.

Many years of service to BPS and is on third stint as Bridge member having previously been treasurer and executive officer.

Always happy to crew as not a boat owner at this time..



Secretary: 1st Lt Robert Dandurand P

Robert, like so many others, starting sailing at a young age on a Sunfish. He has owned an International 420 and a 470 as well as a NorthStar 22. He currently skippers and crews on a Tanzer 22 off Prescott and is always keen on more sailing/boating opportunities.



Supply & Regalia Officer: 1st Lt Rod Doney

Rod in his third year on the Britannia Power and Sail Squadron bridge, was born and raised in England's industrial Midlands, about as far as any Brit can be from navigable waters. He joined CPSS in Montreal, in 1973, sailed a Pearson 26 and later a Pearson 30, with wife Mary and daughters Karen and Lisa on Lakes Champlain and St. Louis, and on the St. Lawrence out of Long Sault. Now sails Chimera, that same Pearson 30, out of Britannia Yacht Club

Flying Low

Christopher Borgal AP
P/Cdr

After relocating from Ottawa to work in Toronto and to live in Cobourg but being convinced by Squadron Cdr. Chris Brown to remain with Britannia Squadron, it seemed only fair that I keep in touch. Having been in the throes of moving, setting up a business, and generally getting things in order, my favorite pastime had to be put on the back burner last summer and I got virtually no sailing in at all. Sloop du Jour (SdJ) was sent on ahead and occupied by a friend in Collins Bay for the latter part of summer 2001. However, owing to advancing maintenance requirements and lack of time, I employed the back of a truck to get her to Cobourg this spring. For the first part of the summer, I proceeded to catch up with overdue overhauling of decks, compass and knot meter and a new bright coat of enamel inside the cockpit and points aft.

Time comes in every boat's life to swim or sink. Despite a tragedy a few weeks ago off Cobourg with the sinking of a wooden sloop and the loss of her two crew (one of whom was a personal acquaintance) I decided to push up the lake for a reunion of Corvettes. This was to take place in Waupoos Marina on Prince Edward Bay at the east end of Prince Edward County. Judging from the distance of either going out past Scotch Bonnet or inside via the Bay of Quinte, I figured a hard sailed two days each way with a few minutes of roasted Pork at the reunion. Joining me was Phil, my business partner (a former Thunderbird owner and racer) and Gerry who is a contractor in Port Hope and who has crewed wooden schooners all over the Atlantic (and who was probably the most fearless of the crew in terms of angle of heel).

We set out on the Friday morning before the August 1st weekend and motored for an hour until 08:00 at which time we had finally stowed everything and got ourselves organized. Setting sail, the restored knot log climbed briskly to 7 knots on a broad reach. We were able to hold our course right up until it became reasonable to decide whether to turn to port and go for the Murray Canal or keep on going out until False Duck Island loomed through the dark. We elected to go the easier (but longer) route and made the entrance to the Murray Canal by 14:00 (about 3 hours earlier than I had hoped). Beautiful clear skies and steady westerlies meant that on clearing the canal we were able to set the Genoa and run past Trenton almost until telegraph narrows where speeds of less than 2 knots and the coming evening suggested we motor into Belleville. SdJ was laid down at Belleville Marine in 1967, and I am certain she seemed to perform better on this trip when we were within a few miles of, and pointing at, that location. At the dock in Belleville we were neighbored with Freedom II, a sloop owned by Bob MacDonald of CBC's Quirks and Quarks fame who, while visiting us later in the evening was kind enough to point out the space station on its passage to the east after sunset

At 7:00 on Saturday, we motored out of Belleville in two knot winds and (notwithstanding an ice stop at Deseronto) continued at 6.5 knots until almost before Amherst Island on Adolphus Reach. The wind picked up, we set sail and stormed into Prince Edward Bay tacking out and around Waupoos Island and arriving at the Pig Roast at 18:30 (unhappily not much remained as more boats

than expected had arrived with the Corvettes numbering some 14). We rafted up for the night against Verona, Corvette #30 (which is appropriate given that SdJ is #23 and one of the earlier vessels afloat of the original fleet of approximately 160).

After socializing a bit with other owners, comparing states of repair and nifty modifications, we bunked down and slid off the dock on Sunday morning at 07:00 to return home. We were chased down the north side of Waupoos Island by a fog bank. This we were able to keep ahead of – thus avoiding the risk of a tricky jog in the channel, although with the board up and drawing only 3'3" we were less at risk than boats with more keel. Motoring continued all day – no wind was in the offing and we decided to make for Trenton which was done by 18:30. The municipal marina had one slip left and although a bit lumpy with passing boats heading up river it was quite convenient – Tim Horton's is only a few paces from the dock. Nice showers too.

Another early rise saw us at the east end of the Murray Canal by 08:00 where we waited at the first bridge for the scheduled opening at 08:30. Then out in beautiful clear skies to Brighton Bay and the first hint of a good wind which allowed us to sail past the lighthouse at Presqu'île by 10:30. The wind was right from the west and built as we tacked out into the lake until the wind speed indicator showed 24+ knots. The next several hours became a balancing act between knock down and 7 knots of boat speed as we tacked along the coast towards Cobourg. In a couple of cases, we just avoided being run down by power boaters who seemed to think that they had the right of way over a sailboat heeling past 30 degrees and beating to windward. At one point both manual and automatic bilge pumps stopped sucking. The former was the result of a leaky diaphragm and the latter because of an in-line filter clogged with bilge debris kicked up by the violent motion of the boat which it had not experienced since our days on Lake Huron almost 10 years ago. This happened over Collier Bank, which seemed to create steep waves, and I spent an uncomfortable hour below with a coffee mug (the Corvette's bilge is quite narrow and deep because of the centreboard) filling 7 buckets with bilge water while we continuously fell into 10 foot deep wave troughs.

Off the bank, the seas moderated and I was able to clean out the line and get things back to normal. The wind came around to the North West allowing us a close hauled line to the west at hull speed. At one point off Cobourg, the afternoon sun gilded the waters and, despite the confused seas kicked up by the strengthening winds, turned the whole panorama of the coast into a vivid picture which will remain in my memory for a long time to come.

This was a flying re-introduction to long-range cruising and a good shakedown cruise. Everything worked for the most part and there was a good crew. The next trip will be more relaxed and will pause more to see the sights. But after 7 years on the Ottawa River, this little sloop is in her home waters and she and her skipper seem to be enjoying them completely. ❖

Announcements

Don't Forget!

RAFT UP & CORN ROAST
Saturday, September 7th
1:00 P.M.

Aylmer Island
(on Lake Deschênes)

If you plan to attend or would like to attend and need a ride please let Peter Bartosek know, (819) 684-7737 by the 1st of September.

peterbartosek@videotron.ca

Back by popular demand

“An evening with the “Stuemers”

A family of five travelled around the world on their sailboat, **NORTHERN MAGIC**. Their story was published weekly in the Ottawa Citizen.

Come see their pictures and hear their story.

The voyage home



***Africa to
Ottawa!***

Thursday, November 7, 2002
Britannia Yacht Club
7:15 P.M.

Cover Charge
\$15.00