

Squadron Charter Returned



Britannia Yacht Club Commodore John Vines (right) ceremonially returns the long-lost squadron charter to Britannia Power and Sail Squadron Commander Chris Brown. The charter was found by John in a recent BYC archives clean up. Refurbished and framed, it now hangs in BYC's upstairs lounge. ❖

Meet your Bridge



Deputy Training Officer: 1st Lt Jean Dupuis AP

I was born and raised in Ottawa and have live here all of my life except for the five years that I resided in Halifax with the Canadian Military. My interest in boating began as a teenager with the Sea Cadets where I learned to sail dinghies and whalers. I also sailed these same boats in regattas while serving in the Canadian Navy. I have been a member of CPS since 1988. I have owned some small power boats which were primarily used for fishing. I currently own a Pearson 26 sailboat which I have been sailing out of the Nepean Sailing Club for the past 12 years. I have always had a keen interest in Maritime and nautical affairs.

DATES TO REMEMBER

November 7th, Thursday, 7:15 PM

Stuemer's Circumnavigation
India - Home
Britannia Yacht Club

November 16th, Saturday, 9:00AM

Boat Pro & VHF Radio Seminar

November 20th, Wednesday, 7:30 PM

Bridge Meeting, BYC

December 13th, Friday

Seasonal Dinner – Britannia Yacht Club

January 7th, Tuesday, 7:00–9:00 PM

Course Registration SRBHS

Classes on Monday's

Piloting — Bart Tectar

Weather — John Moss

January 11th, Saturday, 10:00 –12:00 AM

Course Registration at SRBHS

As above

February 27th – March 02nd,

Ottawa Boat, Sportsman, & Cottage Show

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

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

COMMANDERS MESSAGE

Cdr Christopher Brown S
Commander



We had a December 13. We are marvellous hot and sunny day planning an event with Jonathan Watson in the new year as well as a mini-travelogue.

For the corn roast held at Aylmer Island on September 7. For those that came I think we enjoyed ourselves. For those that didn't we hope to see you next year. Many thanks to Peter Bartosek for his hours and hours of effort organizing, transporting and

cooking.

Course registration was held the week of September 10. We are running boating, seamanship sail and advanced piloting courses. VHF and Boat Pro courses are being organized. Dates for winter registration will be published in due course.

Our squadron is responsible for organizing the CPS booth at the Sportsman Show in February 2003. We will be looking for volunteers to help staff the booth in order to answer queries from the public. Our Executive Officer, Nels Hardy, is looking after this project.

Future squadron events include part two of the Steumers presentation to be held at BYC on November 7 and our squadron seasonal dinner planned for Friday

I hope that you all had a safe and enjoyable boating season and I look forward to hearing some of your tales, tall or otherwise, over the winter. ❖



Newly-appointed Britannia Power and Sail Squadron Training Officer, Lt/C Fred Herrndorf (right) and Deputy Training Officer, Jean Dupuis (centre) are sworn in and receive their pennants from Commander Chris Brown. ❖

The iron jib, or, convenience and safety rolled into one

My sailboat is equipped with two items that I consider indispensable for safety: an outboard motor and a roller furling genoa. Now, the outboard motor (or its inboard counterpart) is generally viewed as a convenient means of supplying auxiliary power to move a sailboat in and out of harbour, or to reach a destination within a specified timeframe when confronted by contrary winds and/or currents. However, in addition to being an item of convenience, I can attest that the outboard motor is also an essential safety item on any sailboat larger than a dinghy. Those of us who sail in the landlocked waters of eastern Canada are all too familiar with the fickle nature of the winds in this part of the country, and the congestion of our waters with commercial as well as pleasure boat traffic. This is particularly true of the St. Lawrence River and Great Lakes waterways.

In the St. Lawrence River off Prescott (my usual sailing grounds) I often find myself sharing the narrow waterway with large ships, some days encountering several of these behemoths within a three to four hour period. These are not usually a problem when given a wide berth. However, I have on occasion been surprised by how quickly a ship which, only minutes ago seemed to be very distant, can suddenly loom uncomfortably near (especially when not paying sufficient attention to notice their approach from astern). I have also been out on days when the weather forecast was for "light and variable winds" (usually translating into total frustration for the sailor bent on having a brisk sail). On such days tacking in the light breezes often necessitates crawling out of the cockpit onto the foredeck to walk the genoa across for the new tack, as the wind is insufficient to carry the sail across on its own. Thus, for the lazy sailor, lulled into a state of complete relaxation by the gentle motion of the boat, the effort of tacking is diligently avoided, and the boat is held obstinately on course. Indeed, I am ashamed to admit that I have been in such a state, and seeing a ship approaching in the distance, have judged that I could maintain my present course across the river (and the ship's intended path), reaching the other side of the shipping lane before the ship has passed. O' fool that I am, not making allowance for the vagaries of the wind on such days! Indeed, having reached the very middle of the shipping lane, the wind inevitably fails, and I am left drifting, ever so slowly. Casually, I glance toward the approaching ship, when to my utter discomfiture she seems only a few hundred yards off, coming at me bows-on with a bone in her teeth. Immediately I spring into action, lowering the outboard motor bracket, opening the breather on the gas tank, squeezing the bulb to pump fuel, applying choke and pulling the starter cord (O' God, please don't let her flood...). As she roars to life I put her in forward gear and motor out of the path of the oncoming ship.

When I purchased my boat she came equipped with a canoe paddle, which I still keep stowed in one of the cockpit seat lockers, but is of questionable value in moving a 1.5 ton sailboat in any event. So the outboard motor remains my number one safety fallback in such situations. That is why, earlier this Summer, when my 30 year-old Mercury 7.5 started giving me

problems (occasionally stalling out and becoming increasingly difficult to start, despite servicing by a professional mechanic), I wasted little time in replacing it with a brand new motor - the last thing I need is a motor failure during a critical moment. Of course, were I not so bent on placing my boat in the path of oncoming shipping the old iron jib would remain a mere convenience.

The case for the roller furling genoa as a safety item stems from a rather different scenario than that presented above. For the first few years after I purchased my boat I usually sailed her singlehanded, happily pounding into the waves on my own, with the hanked-on number one genoa just pulling the old gal along by the nose. Wonderful, and quite exhilarating, really, especially in 10-20 knots of wind. However, many was the time when the wind would suddenly gust to 20 ++ knots (the atmospheric equivalent of the proverbial "rogue wave"), throwing the old gal over on her beam ends. And there I would be, struggling to keep her luffing with the ungodly wind shrieking in the rigging, on the verge of losing control. During these moments I durst not even leave the windward rail to pick up and release the main sheet, which would be lying on the cockpit floor, so precariously was the boat heeled. And how I would promise myself to take down that big honking genoa, during the next lull, and put up the working jib instead. But then, as the winds abated, she would resume sailing wonderfully, charging nobly through the waves, the old struggle quickly forgotten, with the big genoa left flying (until the next gust, when the cycle of fear and contrition would repeat itself). Then, when the day's sailing was done, came the challenge of going up on the bobbing foredeck and wrestling that huge genoa from the wind in order to stuff it into its sail bag - an especially unpleasant task when singlehanded, the wind having its way with the boat during the entire operation. It is usually at this point that I am reminded of that most exalted mariner, Eric Taberly, being wiped off the deck of his boat during a sail handling operation in severe weather, thus ending his days.

And so it was, until two years ago, when I purchased a roller furling system with a 170% genoa to ease my life as a singlehander. Now I can set and take in the genoa from the cockpit in an easy operation involving the simple act of pulling on some strings. When a big gust comes up it is a very simple matter to pull on the furling line and roll in the genoa to a more manageable size. Another advantage of the roller furler is that it provides an excellent source of back-up power in tight spots; for example, if the motor stalls in a crowded anchorage or a narrow passage the genoa can be set very quickly to put way on the boat (provided that the breeze cooperates), allowing necessary steerage in a tricky situation. Recently, a friend of mine was motoring out of Prescott harbour when his outboard motor quit, and he drifted helplessly onto the boulders comprising the breakwater. If he had been in possession of a roller furling genoa he could have quickly set sail and moved away from the breakwater, thus saving his nerves and gelcoat.

Now, I wonder what the power boats do when they experience engine failure in a critical situation? ❖

“Mod Squad” Update

In a series of surveys, at boat shows and in internal studies initiated by the Governing Board of CPS, it was identified that our boating educational packages were not meeting the needs of our members or the public. These surveys and internal studies indicate that we need to *modernize* our educational delivery systems. It was recommended to, and accepted by, the Governing Board, that we develop a “modularized” delivery system of educational material(s).

The Governing Board directed that a committee be struck to develop a viable framework for modularization of our educational materials. This committee was named “The Modularization Project Team” (MPT), and was given a two-year mandate to develop this framework and has been doing so. This mandate expires on December 31st, 2002.

There has been a great deal of discussion between members, Squadrons, Districts and the MPT Members as to what the MPT is or has been doing. Unfortunately the scope of activities by the MPT can-not easily be compressed into the space available for easy reading, but hopefully in the next few lines some of these questions will be answered. Several briefings have been given to the Governing Board, District Training Officers, Course Directors and other members attending the various CPS Meetings and AGMs in the last eighteen months. The last briefing was given at the Spring Training Meeting on March 23, 2002. It was a three-hour comprehensive briefing for the District Training Officers, and National Officers in attendance. Particulars on Modularization should be available from them or any member of the core Mod Squad or on the CPS Web site.

At the last MPT Meeting held in Toronto, February 10/11, 2002, the change from philosophy to process was evident. By this, it is meant that most of the pieces required for the construction of the framework for modularization are in place.

The team has identified, what we think, are core modules and three program areas in which work is proceeding.

Web sites are available as information vehicles for members who wish to keep abreast of, and ask questions about, the project. These sites contain a wealth of information on who the team members are, what the project is and how it is progressing. Articles have been written in *Port Hole* for the same purpose. A workflow system has been established and tasks, duties and responsibilities for positions and persons have been established. Program

managers and subject managers have been selected. Topical educational areas have been identified, and instructions to authors have been established. Interfaces with USPS and the marine insurance, and related industries and agencies have been identified and are being undertaken.

An independent audit of our concept has been made, and the concept was found to be valid, viable and in line with current educational delivery systems.

A series of prototype modules has been developed: *Compass, Tides & Currents, Inland Boating* and *GPS* (in French), and pilot test-ing by 40 Squadrons across the country is currently under way. The rationale for these tests was to explore the validity of the concept, to get feedback on format, module style and structure and instructor and client perceptions. Partial feed-back on all of these factors, especially the concept, is positive, with a fantastic amount of input by participants, which will greatly enhance the project. To those participating, we offer a very big, “Thank you!”

We, the MPT, have been inviting persons to participate at all levels of this project. There has, unfortunately, been a low response to those invitations. On a different tack, Harold Toombs, a member of the MPT, will be conducting meetings within CPS to brief, advise and solicit constructive input from the members.

This approach to “education” will radically alter our way of doing business. We are not altering our educational thrusts, just the delivery methods, and this will require new concepts, ideas, approaches and out-of-the-box solutions. CPS has done this in the past and can certainly do it now! We, the MPT, need your input.

We still have a long road ahead with many concerns to be addressed, but we are confident that these concerns can be put to rest with input from the members themselves.

This is *your project!* Your participation is welcome and needed. Visit the Modularization Project Web site, <http://www.cps-ecp.org/modularization/>, submit your questions, present your solutions, check with your Squadron, District, National Officers and MPT Members, and if you can, volunteer to participate.

Boating Class 2002



With inland waters about to freeze - hard ! - students of Britannia Power and Sail Squadron's 2002 Boating class, Marc Silva, Juan Tejada, Angéla Vigneault, Stephen Massey, Instructor Howard Peck, and Colleen LaPlante look forward to learning what it takes to become a safe, responsible sailor for when that hard water softens next spring.

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**