

Commander's Message

It's that time of year again; hopefully we can all look back on a marvellous season on the water. Certainly the 10th to the 13th of October gave us exceptional weather; perhaps a parting gift before the boat is back in its cradle.



Unfortunately the weather did not cooperate for our corn roast on Sept.7th. Consequently the turnout was not as good as we had hoped. However, with lots of food and drink those who did come thoroughly enjoyed themselves.

My thanks to Peter Bartosek for all his time and effort in organizing the roast and making his coleslaw for all to enjoy.

My thanks also to Phyllis Miller and P/Cdr. Chris Brown who ably assisted Peter in the preparation and transportation of all the food and necessary equipment.

Chris also performed yeoman service in ferrying those who did not have a means of getting ashore. I must say

that at times it looked like a re-enactment of the Titanic but all arrived and were returned without mishap. Jean Dupuis and I helped in the set-up, unloading and loading.

Future Squadron. events:

Nov.6th — 1915 at BYC, a presentation by Alayne and Alec Main on their sailing the world in their catamaran 33.

Dec.19th — Our Christmas dinner at BYC. Pre-dinner drinks at 1830 dinner at 1900 — dress will be Blazer or Uniform A.

We are working on another presentation scheduled for the new year.

We will be hosting a Flares Demonstration, which is scheduled for the first Friday after the long weekend in May 2004.

Course registration was held in early September and at present are running Boating, Piloting and Marine Electronics. VHF and Boat-Pro seminars are being organized. Dates for the winter registration are as follows:

Jan. 17th 0930 at Nepean Sailing Club

Jan.20th 1900 at Sir Robert Borden H.S.

We look forward to seeing you at all the Squadron. events.

Nels Hardy
Cdr. Britannia Squadron❖

DATES TO REMEMBER

- Nov 6th The Main Event - BYC
- Dec 19th Christmas Dinner - BYC
- Jan 17th Registration 09:30 - NSC
- Jan 20th Registration 19:00 - SRBHS

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The Running Fix



Squadron Executive 2003 - 2004

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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 Seitl
2000-2001	Jessica Austria-Henderson
2001-2002	Rino Thériault
2002-2003	Chris Brown

Squadron General Information

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KEEP THAT CHART HANDY

It was almost noon when we started our first ever traverse of the oldest working artificial waterway in North America and perhaps even in the whole of the western hemisphere. With Canadian Hydrographic chart 1513, sheet 5, in hand, we left Kingston to the southwest. We were bound upstream on the Rideau Canal, bound for Ottawa. Trillium V, our Ontario 32 sailing vessel had been transformed into an ungainly 47 foot motor boat, what with the mast being carried over and projecting beyond the deck. Venetia and I had experienced many thousands of miles in the last six years and this would be about the most restricted water we had ever been in, that in itself being a challenge. Thus we proceeded with some prudence, making constant reference to sheet 5 as we noted that each of the numerous red and green buoys was exactly as charted. By happy hour we had not progressed far having only traversed the locks at Kingston Mills and Lower Brewers, also referred to as Washburns. We took over-night dockage on 'the grey line' without shore power, in a most rural and tranquil setting. It was HOT! At dusk the waterweeds and critters not being so visible, the Admiral slowly lowered herself via the transom ladder to find blessed relief in the tepid canal water.

Next morning we traversed the lock at Upper Brewers, also referred to as Brewers Mills, and a mile and a half beyond we entered upon a beautiful body of water, Cranberry Lake. The channel was infrequently buoyed and the shoreline was undeveloped. A high granite bluff to the northwest and a close by island reminded us of the North Channel. Reference to the chart showed Cranberry Lake to have depths 10 to 15 feet with bays and several islands, which suggested convenient anchorages. The adjacent Dog Lake seemed even more attractive. We decided to explore beyond the suggested channel. Whoa! Trillium V slowed as we ploughed through the weedy meadow at the surface. Angling back we exited the weeds as we re-entered the beaten path. Maybe that's why the shore line isn't cottaged up.

We left Cranberry Lake entered Little Cranberry Lake via a small swing bridge, which opened upon our approach, without prompting. As we progressed

northeast the lake narrowed for about 2 miles with an irregular shoreline that is somewhat occupied by cottages. Near the village of Seeley's Bay we continued generally north in a much narrower buoyed channel for another mile into Whitefish Lake. As a refreshing breeze had picked up and as navigation was proving to be so blatantly obvious, I tossed the chart inside the cabin so as to avoid the chore of otherwise securing it from the wind.

Entering Whitefish Lake I was following the buoyed channel (red right returning) and after a mile turned right to explore Morton Bay, reminiscent of a particular North Channel anchorage, Covered Portage, we had been told. As we approached the entrance marked by high rock bluffs on either side there is a red buoy then a green one, however seemingly awkwardly placed. I didn't look at the chart and proceeded at reduced speed keeping the red to starboard. 'Oops,' Trillium bumped and crunched to a halt! Full power in reverse and then in forward was of no effect. This wasn't the mud of a typical great lakes creek or river. Perplexed I looked down upon solid rock clearly visible about 4 feet or so below the surface from either port or starboard! 'Didn't you look at the chart?' shouted the Admiral. At this moment a fellow in a runabout with a forty horse outboard came by and shouted, 'Can I be of assistance?'

I said 'Yes please! Could you go around us in a circle making lots of wake.' He did so, in spite of being obviously puzzled! With Trillium at half throttle, a circle and a half and his wake washed us off into 22 feet of water.

Venetia fetched the chart, where upon reason for downstream not upstream buoyage became apparent. The chart shows a dammed outlet at the far end of Morton Bay, which flows toward the Gananoque River and hence the downstream buoyage. The remainder of the day went smoothly while the admiral from time to time checked to making sure the captain was again making note of each of the red and green buoys as we passed them

Submitted by Ted Moorhouse AP



Britannia Squadron's Christmas Party



**Everyone Welcome
Come and join us**

December 19, 2003

Britannia Yacht Club

**Meet upstairs at 6:30 PM
for Happy Hour & Gam**

Dinner is at 7:00 PM

Cost \$16.00/person

We need to know the numbers for our reservation so please **CALL**
Peter Bartosek at 819-684-7737 or
e-mail:— peterbartosek@videotron.ca
by Tuesday Dec. 16/03

Britannia

Power & Sail Squadron



Presents
Alayne & Alec Main

They left on a journey that would test their
relationship, that would change their lives...

They sailed around the world in a
33' CATAMARAN

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EVERYONE WELCOME

\$10.00 Cover charge / person

Thursday, Nov 6th

7:15 P.M.

Britannia Yacht Club

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