

## Commander's Message

On behalf of all the Bridge members, please accept my best wishes for a Merry Christmas and a Happy New Year.

As we reach the end of another year, I would like to express my thanks to all of you who have given freely of your time to Britannia Squadron.

We should not forget that all the hours spent are on a volunteer basis and given the many tasks vying for our time it is wonderful to see number of hours directed to the welfare of the squadron, your efforts are very much appreciated.

We will be holding registration for the 2004 winter courses in January, details can be found in this issue.

Please don't forget our Christmas party which is being held at Britannia Yacht Club on December 19th, drinks at 1830 and dinner at 1900. As the number of tables allotted to the Squadron are limited, I suggest you contact Peter Bartosek at 819-684-7737 or e-mail him at [peterbartosek@videotron.ca](mailto:peterbartosek@videotron.ca) as soon as possible to ensure you are not disappointed.



As you know, we are sending the Running Fix via e-mail in order to realize a considerable saving in postage. To ensure you receive your copy please advise Dave Goddard of any changes in your e-mail address and include your membership number. You can e-mail Dave at [dgoddard@magma.ca](mailto:dgoddard@magma.ca)

Members not having e-mail will receive their copy via Canada Post.

Looking forward to seeing you on December 19th,

Nels Hardy Cdr.

### DATES TO REMEMBER

Dec 19th	Christmas Dinner - BYC
Jan 17th	Registration 09:30 - NSC
Jan 20th	Registration 19:00 - SRBHS
Jan 27th	Courses Start SRBHS

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# The Running Fix



## Squadron Executive 2003 - 2004

## Past Commanders

Commander	Cdr Nelson Hardy <u>AP</u> 828-3789, nelsandruth@sympatico.com
Executive Officer	Lt/C Fred Herrndorf P 226-2964, fherrndorf@travel-net.com
Training	Lt/C Jean Dupuis <u>AP</u> 225-5757, dupuisj999@rogers.com
Secretary	1 <sup>st</sup> Lt Robert Dandurand P 741-7526
Treasurer	1 <sup>st</sup> Lt Robin Dingwell <u>AP</u> 829-1044, dingwellr@msn.com
Membership	P/Cdr Chris Brown S 521-9411 christophgb@hotmail.com
Public Relations	P/Cdr Larry Brown <u>AP</u> 820-1795
Communications	Bill Hall P 830-5580, va3wmh@rac.ca
Social Activities	Peter Bartosek P 684-7737
Supply	1 <sup>st</sup> Lt Rod Doney 747-9729
MAREP/Safety	1 <sup>st</sup> Lt Burton Blais P 989-3517
Running Fix	Bill Hall P 830-5580, va3wmh@rac.ca
Deputy Training	1 <sup>st</sup> Lt John Partington <u>AP</u> 827-1346, johngail@magma.com
Historian	P/Cdr Larry Brown <u>AP</u> 820-1795
Records Officer	David Goddard S 728-0633, dgoddard@magma.ca
Past Commander	P/Cdr Chris Brown S 521-9411 christophgb@hotmail.com

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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General Inquiries:	(613) 226-2964 - Fred Herrndorf, XO
Web Page URL:	<a href="http://www.storm.ca/~bpsscps">http://www.storm.ca/~bpsscps</a>
Email Address:	<a href="mailto:bpsscps@storm.ca">bpsscps@storm.ca</a>

# All Fogged Up

P/Cdr Christopher Borgal AP

Some of us like to sail because of the meditative clarity that arises as one sits balanced between water and air. Assuming, of course, that there is a reasonable distance between the two. Over the past summer, as luck would have it, that distance was too little on the two occasions that I looked forward to for a decent long sail.

Now in my last missive to the Fix, I projected my imminent relocation to Toronto. With the desire of spending more time on the boat during the summer, it became apparent last year that the only sure way to do it was to live as much as possible on the boat (instead of commuting from Cobourg) and so reduce my commute to the office from over 100 km to just a few - and some of that over water. The good folks at Queen City Yacht Club offered a reduction in initiation fees and free storage for two years for new senior members and I thought it a wonderful opportunity to meet my goals. There was a catch to this, as we shall find out later in this piece!

Having made arrangements for a mooring (a new dock as it turned out when I expected a Mediterranean mooring as I had at Britannia), I pressed a crew for the long weekend in May. Pressing a crew ain't that hard these days - the simple prospect of free beer and a minimum 10 hour trip under the stars down Lake Ontario was enough for a couple of friends to shirk their married duties and jump aboard. All was arranged for the Saturday, a vehicle was left at the railway station in Oshawa for the return trip, the boat was provisioned and made ready, bags packed, charts on board just in time for a warm south-easterly to blow across the cold lake and push a cloud bank worthy of the Grand Banks into Cobourg Harbour.

In the evening we actually motored off the dock to just outside the beacon at the harbour break wall when



common sense prevailed. Given that the harbour disappeared within about 100 feet of the entrance, and therefore the lack of any visibility in pitch dark, we turned around to re-dock and head back to my house for the night - hoping for clear air in the morning. No dice. The morning was as grey as the previous evening. But by 07:00 the fog lifted to about 3/4 mile and, with

the compass and Loran (yes, Loran - it still works!) in good operation we set off under motor down the lake. Pretty uneventful time too - although the fog settled in while en route giving us 100 yards to 1/4 mile of visibility all the way.

It is interesting that when you stare into the fog long enough your mind does indeed play tricks. I actually believe I saw several "ghost ships" that day, hull down in the water and ruined sails hanging from broken spars. And no, the beer was not opened until our arrival in Toronto, at about 17:00 hours. The arrival coincided with an increase in visibility with the fog hanging above the harbour at a height of a few hundred feet. We were met by a line of Canada geese, must have been at least 50, which took off from the harbour and honked a welcome as they flew right over us out of the late afternoon sun. Actually, it was a bombing run - but we preferred to feel welcomed. . .

Still wanting to make a more serious sailing trip, I re-pressed one of the former gang to accompany me across to Niagara-on-the-Lake during the Civic Holiday weekend. We intended to meet friends over there for supper on the Saturday night after what would have been a 40 or so mile sail almost due south from Toronto. The appointed weekend arrived and so did the south-easterly. The net effect was the same as before, and, in that the scenery would have been the same as the excursion in May, we decided to limit the trip to a quick run up Toronto Island to get some fuel. On the way

back, a sailor on the lake, which I identified as a boat formerly docked beside Sloop du Jour at Britannia, began broadcasting his position every 15 minutes as a securité call. After a couple of broadcasts, a rather bored and condescending voice came up on Channel 16 to state “L— D-, nobody cares!” - probably an RCYC sailor with attitude caught in the same soup. In the event, we did get to NOTL - by car - and had a great meal in the evening sun. Perhaps the presence of fog in Toronto and nowhere else was one of Mother Nature’s editorial comments on Toronto or an environmental joke in general.

Notwithstanding the occasional murk, I had a great time at QCYC for the summer and enjoyed my commutes on the club boat (with a 20 minute walk from the there to the office via the CN Tower and the SkyDome parks). But the fog was not over. It resides still on my glasses due to overwork during haul-out. I had not previously encountered an antediluvian club like QCYC in my travels having always been in locations which use cranes or travel lifts. I worked on a crane crew for several years at Britannia and we would

lift out over 200 boats in one day with 4 cranes. Piece of cake. How tough could a marine railway be?

If you can conjure images of slaves sliding building blocks for the pyramids (sometimes forty to a boat pushing and pulling) with lasses wielding pots of hot tallow to grease the ways from 07:00 to 16:30 on three days of two consecutive weekends you can get a bit of the flavour of the task. And with over 100 people pushing and pulling boats and bodily man-handling cradles in a sequence that could only be devised by a grand-master chess champion, only 100 or so boats were hauled during that time. But a great way to meet club members!

By the way, the fog on my glasses is not steam - it’s the residue of Absorbine Junior from my hands that I have been applying liberally to various pulled and strained parts of my body for the past couple of weeks. I will have to now join a fitness club to get into shape for launch next year.

Hmm, the cost of the fitness club is probably why the first two years of storage were free! ❖



## Emergency Contact Card

Last October, the 26th to be exact, it was cold when my sailing buddy Burt and I set out to motor from Prescott to Iroquois and get Full Circle to her winter berth. The Sandra Brown Marina staff had gone and the building was boarded up. There was a steel-hulled motorboat at one of the slips and it looked a little heavy in the bow, but Burt and I were on a mission. We got to Iroquois, lowered the mast, emptied the boat, and she was hauled out, with snow flurries starting to swirl around.

We had left one of the cars at Prescott so we returned to fetch it. The motorboat seemed to be an inch deeper in the water. Was there a slow leak? There was nobody around and the boat wasn’t a regular of the marina, we had never seen it before. We had to leave and hope for the best.

Take a moment and think of putting a note in the window of your boat with at least two phone numbers where you or an emergency contact can be reached. The harbourmaster might have the information of a member but what if you are visiting? What if nobody’s there? Make it easy for people to help you save your boat. I know I will. ❖

## Did you know...

Bells have a centuries-long tradition of varied use in the navies and merchant fleets of the world. They have been used for signaling, keeping time, and providing alarm.

The sounding of a ship's bell found a natural application as a warning signal to other vessels in poor visibility and fog. In 1676 one Henry Teonage serving as a chaplain in the British Mediterranean Fleet recorded, "so great a fog that we were fain to ring our bells, beat drums, and fire muskets often to keep us from falling foul one upon another". Ringing a ship's bell in fog became customary. In 1858, British Naval Regulations made it mandatory in that function. Today, maritime law requires all ships to carry an efficient bell.

Before the advent of the chronometer time at sea was measured by the trickle of sand through a half - hour glass. One of the ship's boys had the duty of watching the glass and turning it when the sand had run out. When he turned the glass, he struck the bell as a signal that he had performed this vital function. From this ringing of the bell as the glass was turned evolved the tradition of striking the bell once at the end of the first half hour of a four hour watch, twice after the first hour, etc., until eight bells marked the end of the four hour watch.

The bell is an essential link in a ship's fire alarm system. In the event of a fire, the bell is rung rapidly for at least five seconds, followed by one, two or three rings to indicate the location of a fire - forward, amidships, or aft respectively.

Traditionally, the bell is maintained by the ship's cook.

In addition to continuing its role as a timepiece and alarm, the bell serves a ceremonial and memorial function.

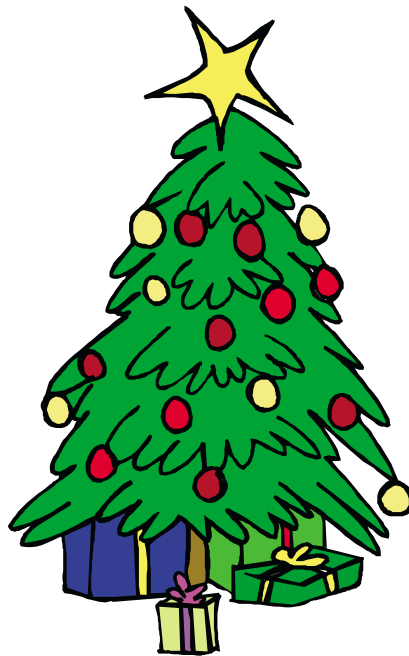
(Source: NAVAL HISTORICAL CENTER, Washington D.C.)

## Won't you write something? Or tell a story?

Summer is over and many of you have spent some time boating and sailing. We would like to hear, and read, anecdotes, good cruising stories or insights and hindsights of your adventures and publish them in coming issues of the Running Fix.

You are the fuel of the newsletter and the tank is low: we need replenishment! Write a few lines, a few paragraphs. Try your hand at it!. If you have a picture of yourself in a nautical setting, send it along to accompany your submission. If you have a photo that pertains to your story, send that too! You can send prints, slides or digital photos to Running Fix Editor, Bill Hall via e-mail at "va3wmh@rac.ca" or by snail mail to Squadron post office box on page two of the Running Fix, Attention: RF Editor.

Too shy to write, let's try something else, call the Squadron Secretary, Robert Dandurand, at home (741-7526) and tell him or his voice-mail your story: he'll try to draft it for publication under your byline... Will a prize entice you? Write or call soon!







 **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](mailto:peterbartosek@videotron.ca)  
by Tuesday Dec. 16/03

## Winter 2004 Boating Courses

### BASIC & ADVANCED COURSES

- \* Boating
- \* Advanced Piloting
- \* Boat Pro



### PUBLIC COURSES & ELECTIVES

- \* VHF Radio Operator's License Seminar
- \* Fundamentals of Weather
- \* Global Weather

### REGISTRATION

Saturday January 17, 2004.      Location: Nepean Sailing Club.      Time: 0930 -1200

Tuesday January 20, 2004.      Location: Sir Robert Borden High School.      Time: 1900 - 2100

### CONTACT

**Squadron Training Officer - Lt/C Jean Dupuis**

(613) 225-5757 or via email [bpsscps@storm.ca/~bpsscps](mailto:bpsscps@storm.ca/~bpsscps)

**NOTE:** *Courses are offered on Tuesdays from 7:00 PM to 9:00 PM starting January 27, 2004 at Sir Robert Borden High School, 131 Greenbank Road. Dates and locations for Seminars are posted at [www.storm.ca/~bpsscps](http://www.storm.ca/~bpsscps)*

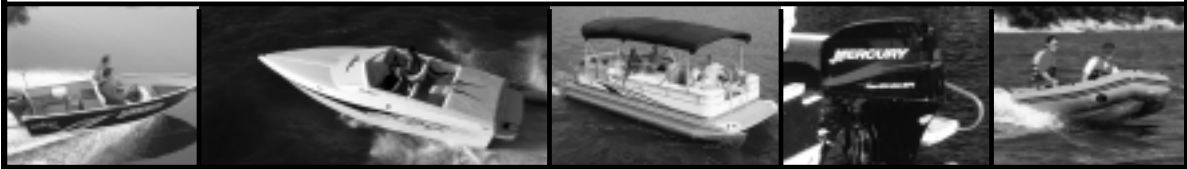
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*All prices include books and most materials for each course. (Minimum of 5 students per course)*

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