



Boating Graduates, left to right,
James Howell, Allen Howell, Robert Bilczuk, Jane (Maxine) Goodman, John Goodman, Philip Ludlow,
and Cornell Carter,
at 2006 BPSS Graduation, 29th May.

Photo by: Venetia Moorhouse

The complete set of photos from the graduation may be viewed on the Squadron's web site at:

<http://www.boatottawa.ca/BPSS/Slide Shows/2006 Graduation Pictures/html/0.htm>

Have a safe and enjoyable summer on the water.

DATES TO REMEMBER

Aug 17th Bridge Meeting, 1930 Hrs, BYC
25-27 Oct CPS National Conference
2007 Marriot Hotel, Ottawa

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The Running Fix



Squadron Executive 2005 - 2006

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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 Seidl
2000-2001	Jessica Austria-Henderson
2001-2002	Rino Thériault
2002-2003	Chris Brown
2003-2005	Nelson Hardy

Squadron General Information

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Commander's Message

Jean Dupuis AP
Commander



The month of June has ended and another successful boat training year comes to a close for Britannia Squadron. Many of us have launched our boats and have already experienced the benefits of the sport of boating. It's time for your bridge to take a much deserved summer break and get out on the water. However, plans for the upcoming training year are already underway with course registrations planned for early September.

In reflecting over the past year's squadron activities, the best attended activities were the squadron graduation and the Christmas Dinner. The squadron graduation which was held in May, attracted 40 people and it was most enjoyable to see many of the boating students and their instructors coming forward to receive their awards. The squadron also gained a few new members, which is very important for the success and existence of our squadron. I wish to thank everyone who participated in this most important event and I wish to welcome the new CPS members into our squadron. Your recently attained boating skills will serve you well throughout your lifetime and I hope that you will consider taking advanced boating courses with this squadron in the near future.

During this boating season, I would like to ask all of our members to help promote our squadron and its' activities. Tell your boating friends at your sailing clubs and marinas about CPS and its activities. Help them achieve the same level of confidence, enjoyment and satisfaction with their boating activities as you have, by encouraging them to take a boating course. Inform them of our squadron's web site address where they can obtain detailed information about our Fall and Winter training program.

In closing, I wish to thank the squadron bridge members for their hard work and dedication during the past training year. In particular, I wish to thank, our Executive Officer Lt/C Fred Herrndorf who had to wear many hats while serving on this bridge and fulfilling the tasks of several key bridge positions. I also want to thank our web master and newsletter editor and publisher Bill Hall, who continues to perform an excellent job of designing and maintaining our web site and the publishing of the Running Fix. This past year was very satisfying for me as Commander of the squadron. I look forward to the next training year with a proposed expanded training program and more social activities. I also look forward to increasing our ranks on the bridge, to help us better achieve our goals.

Have a fun filled and safe boating season!

Jean Dupuis
Commander ❖

2006 RIDEAU DISTRICT SUMMER PICNIC

The Date: Sunday 27 August 2006

The Place: Don and Nan Bell's Property at Rideau Ferry

The Time: 1300 hrs to 1900 hrs (sundown)

Rideau District of CPS/ECP is fortunate once again to be able to hold its Annual Picnic at one of the nicest waterside locations there is.

Getting There: From Lombardy on Hw# 15 take the road west towards Rideau Ferry (less than 7 km). On the east side of the Rideau Ferry Bridge (if you go over the bridge you have gone too far but will see boats down to your right) and on the north side is the Bell's driveway, turn here, there should be a CPS sign, drive down driveway until you see the gang on your left.

Reservations: Please reserve by 21 August 2006, call Linda Hamilton at 613-824-1362 or [e-mail](mailto:) .

❖ P/D/C Peter Burke N ❖

P/D/C Peter Burke of Waterloo N. Y., passed away in hospital on Friday, May 12th, 2006. Peter was a long time member of the United States Power and Sail Squadron as well as a member of Britannia Power and Sail Squadron. He was a Navigator and was Past District Commander of USPS District 6, based in the state of New York. He regularly attended the CPS Rideau District AGM's for several years while representing USPS District 6. Our condolences, thoughts and prayers go out to Peter's family at this time.

Slush Fund

A British sailor's diet at the time of Trafalgar (1805) is explained in Roy Adkins's Trafalgar - The Biography of a Battle: oatmeal, cheese, dried pees and duff - a kind of pudding made of flour, suet, and currants or raisins. Meat was seldom cooked as well as it needed to be, and due to its very poor quality it was more fat and gristle than meat.

Boiling the meat left a thick salty scum of fat on the water, known as slush. This was skimmed off, and half was used to waterproof the rigging, the other half was the cook's official perk, which he sold to tallow merchants, relying on this slush fund to supplement his meager wages. (page 37)

Robert Dandurand, P ❖

BPSS Quiz

by Robert Dandurand P

You have tested yourself, now rate yourself. If you have not successfully answered well over half the questions, you might consider registering for a refresher course in the fall, either Seamanship Power or Seamanship Sail. Check the Britannia Squadron website for dates and venue.

No:	Question	Multiple Choices	Answer
Choose the best answer for the following multiple choice questions –			
1.	What is one advantage of inboard installations as opposed to outboards?	a) they give the boat a lower centre of gravity; b) a sleek look; c) less noisy.	a)
2.	What is required if the engine space is enclosed?	a) two blowers to bring in fresh air; b) two ventilation cowls to expel fumes; or c) two ventilation cowls – one to bring in fresh air and one to expel fumes.	c)
3.	Off a power boat's port bow appears a steady green light with a white light above it. What action should the power boat take?	a) alter course to port; b) slow down and give way; or c) maintain its course and speed.	c)
4.	How long are flares valid from the date of manufacture marked on the flare?	a) two years; b) three years; c) four years; or d) five years.	c)
5.	What is the most useful weather instrument on a boat?	a) thermometer; b) barometer; c) hygrometer; or d) wind vane.	b)
6.	What is the angular difference between true north and magnetic north called?	a) correction; b) compensation; c) variation; or d) deviation.	c)
7.	Which material is recommended for use as anchor rode and dock line?	a) nylon; b) polyester; c) polypropylene; or d) natural fibre.	a)
8.	When docking a boat with the current/wind astern, what docking line should be secured to the dock first?	a) the bow line; b) the stern line; c) the after spring line; or d) the forward spring line.	b)
9.	What is the forecast wind speed when a small craft warning is issued?	a) 20 to 33 knots; b) 34 to 47 knots; c) 48 to 63 knots; or d) over 63 knots.	a)
10.	Skippers must assist any vessel in distress. What is the exception?	a) it is a naval vessel; b) it is after dark; c) it would put the rescue vessel and passengers in danger; or d) the vessel in distress did not ask for help.	c)
11.	If a boat signals you with five short blasts, what could it mean?	a) you are standing into danger; b) it is testing its horn; c) it is altering course; or d) it is requesting fuel.	a)
12.	What is the primary cause of "slew" in the compass?	a) the compass is not aligned with the boat's beam line; b) the compass' built-in compensating magnets are skewed; or c) the compass is not aligned with the boat's fore and aft centre line.	c)

BPSS Quiz (Cont'd)

13.	The light characteristics of an isophase light are -	a) a steady light with brief eclipses; b) a light of equal intervals of light and darkness; or c) a steady light with long eclipses.	b)
14.	When proceeding out of harbour (or downstream), you must keep a green can marker on -	a) the starboard hand; b) the port hand; or c) it does not matter.	a)
15.	At any particular time, the position of the centre of buoyancy in any hull depends on one specific factor, which is -	a) the amount of the weight it carries; b) the amount of superstructure; c) the underwater shape of the hull; or d) the amount of freeboard the boat has.	c)
16.	On a surface weather map, the closer the isobars are together -	a) the steeper the gradient and the weaker the wind; b) the shallower the gradient and the stronger the wind; c) the steeper the gradient and stronger the wind; or d) the higher the pressure.	c)
17.	If air is cooled to its dew point -	a) condensation will occur; b) the relative humidity will be 100%; or c) it will start to rain.	b)
18.	When temperature cools to the dew point, further cooling of the atmosphere will cause -	a) precipitation to occur; b) fog formation; c) condensation to occur; or d) relative humidity to increase.	c)
19.	Continuous precipitation can be expected from -	a) cumulonimbus; b) cirrostratus; c) stratus; or d) nimbostratus.	d)
20.	The passage of a cold front would be indicated by -	a) clouds clearing, precipitation ceasing, temperature increasing; b) slight drop then abrupt rise in pressure, temperature decreasing and a wind veer; or c) pressure increase, temperature increase and wind backing.	b)
21.	Wind shear is -	a) a violent increase in wind speed; b) a sudden change in wind speed and/or direction; or c) a sudden decrease in wind speed.	b)
22.	What protects the geartrain of small outboards from damage if the propeller hits an object?	a) insurance; b) a shear pin; c) a propeller guard.	b)
23.	When is the side thrust of the rudder at its greatest?	a) in reverse; b) in neutral; c) in forward.	a)
24.	What is used to lubricate a two-cycle outboard engine?	a) oil; b) grease; c) oil mixed in fuel.	c)
25.	Why are baffles installed in fuel tanks?	a) to muffle the sound; b) to prevent sloshing; c) to prevent vapour lock.	b)
26.	What might result from a dirty flame arrestor?	a) failure to function; b) a fine; c) it could ignite.	c)
27.	What is the usual cause of an engine overheating?	a) idling too long; b) sustained high rpms; c) insufficient supply of cooling water.	c)
28.	What puts the biggest strain on an anchor rode?	a) wave action; b) wind action; c) water currents.	a)

BPSS Quiz (Cont'd)

29.	What is the preferred type of bottom for anchoring?	a) mud; b) rock; c) shale.	a)
30.	Beyond immersion in cold water, what else can cause hypothermia?	a) cold beverages; b) high winds; c) exposure to cold air while wet.	c)

Fill in the blank in the following questions –

31.	The _____ is the most useful weather instrument on a boat.		barometer
32.	The lubber's line is a reference line on a _____.		compass
33.	The wind felt on a moving boat is the _____ wind.		apparent
34.	The fuel nozzle must be held firmly against the fill pipe when refuelling to avoid _____.		static spark
35.	A "Q" light flashes _____ times per minute.		60
36.	If you encounter a north cardinal buoy, it means that the _____ water lies to the North of it.		safest
37.	On a chart, "Cy" represents a _____ type of bottom.		clay
38.	A boat travelling at a speed of 6.6 knots for 2 hours and 24 minutes will travel _____ miles.		15.8
39.	The _____ is the direction in which a boat is pointed at any given moment.		heading
40.	A generally satisfactory minimum scope for anchoring is _____.		5 : 1

Bookshelf review

By David Root, Treasurer BPSS

World Cruising Routes,

By Jimmy Cornell, 4th edition - 1998

Reviewing a book that is about eight years old may seem foolhardy yet this book is still a serious reference for the sailor that wants to sail to the Bahamas or the armchair sailor that dreams of Tahiti. With more than 100,000 miles on all the oceans and 20 years of sailing Cornell is well known but while this book is frequently referenced in Cruising World and other sailing publications, it was not on my reading list until now. (Ottawa Public Library 797.1246) No where else will you find such a ready reference to the course, the waypoints, cruising guides, charts, weather, and currents for virtually every sailing route on the planet. Then for each route you will find guidance such as this:

"The timing for a direct passage from Florida to the Eastern Caribbean is critical as a summer voyage carries the risk of hurricanes and a winter voyage that of contrary, easterly winds as well as northerly storms."

Then as a reference work, through, charts, list and maps Cornell documents in precise detail why cruising routes have been selected and, through 5000 waypoints, ensures that you and I will find our destination. ❖