



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

From the Commander's Helm Station:



With the weather remaining warm and sunny it appears we may enjoy an elongated boating season.

Unfortunately, it is that time when the kids head back to school and the adults are back to the daily routine. So, while enjoying these last weekends on the boat perhaps it is time to reflect on the summer that was and consider how you might improve your boating skills and knowledge. The Ottawa Squadron is offering a full slate of courses this fall and winter, both in the classroom and online. Our online course offerings have become quite popular and our clientele continues to increase as work to improve and update the courses continues, as well we are adding new subjects to our course listing. I would urge you to check out boatingcourses.ca/ to see our course offerings.

Planning for the upcoming National Conference and AGM has been ongoing since the last conference in Charlottetown PEI and as we get closer to the event dates of October 16th to October 21st. Details for the operation of the Conference are being finalized. Plan to participate in this year's conference, it is being held

at the Ottawa Marriott Hotel, 100 Kent St. There will be volunteers and boaters from across North America here in Ottawa to exchange ideas, have their say in the business of their national organization, attend workshops, network with old friends and meet new ones. I look forward to seeing many of you there.

Coinciding with the National Conference will be the launch of the new website that promises to enhance our branding and make life easier for those who use it to enter course information, keep track of registrations and memberships and in general extract that information that allows us to do the work required for the operation of our Districts and Squadrons.

After the completion of the Conference the next two main events for the squadron will be the Christmas Dinner and the Ottawa Boat Show in February so stay tuned for more information on these squadron events.

Enjoy the rest of the summer, only a week left as of this submission, and the fall which is always a nice time of the year with the colours changing and an Indian summer which brings some warm sunny weather.

Court Harkness
Squadron Commanding Officer

The 2018 – 2019 Executive Committee

| | |
|---------------------------------|----------------------|
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| Squadron Financial Review | Michael Crawford |

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Please check the website for updates and latest information:

cps-ottawa.com/events.html

Guy A. Ladouceur (613) 824-9490
Social Activities (Committee Chair)

You have any ideas or a topic for an Information Night, please drop me an e-mail social@cps-ottawa.com and we can work together to make it happen!

Squadron Events Calendar

October 04, 2018 - Executive Committee Meeting - Verona Pizza House 1682 Cyrville Rd. - Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.

October 16-21, 2018 - CPS-ECP National Conference and AGM in Ottawa, Ontario. Register Early!

November 01, 2018 - Executive Committee Meeting - Verona Pizza House 1682 Cyrville Rd. - Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.

December 06, 2018 - Executive Committee Meeting - Verona Pizza House 1682 Cyrville Rd. - Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.

Please keep in mind that Commander Harkness is in conversation with Santa Claus to see if he and Mrs Claus can attend again this year for a special evening. More to come in the following months....

Scuttlebutt

By Robert Dandurand, P

A structural beam that runs from a ship's bow to its stern and sits lower than the rest of the hull, **the keel was first invented** by those intrepid Norse sailing men known as **Vikings**. Because their sailing ships were square-rigged, they were prone to making a lot of leeway when tacking close to the wind. The addition of a keel prevented this lateral movement, increased speed and made Viking ships more stable.

Initially, keels were small and didn't increase boats' draughts a great deal. Modern fixed keels can be quite deep and restrict yachts from sailing in shallow waters, but the innovation of fixed keels has also made designing for stability in modern boats much easier.

Many keels add ballast to boats and lower the centre of gravity, helping to keep them from capsizing. On racing yachts, for instance, a canting keel provides righting momentum to keep the yachts upright.

Source : ybw.com/features/10-top-innovations-in-the-history-of-sailing-17358#owSEI81M4pCp3KGV.99



Sailors choose their tattoos for various reasons. Among the most popular sailor tattoos are swallows. In addition to indicating that a sailor had sailed 5,000 miles, swallows are also associated with the idea of return. This "return" symbolism is rooted in two ideas. The first was the swallow's famous migration pattern, always returning

home to San Juan Capistrano. Second, it was believed that if a sailor dies at sea, birds carry his soul home to heaven.

Source: oldsaltblog.com/2018/05/sailors-tattoos-on-mothers-day-2/#more-49464



What makes a halo around the sun or moon?

There's an old weather saying: ring around the moon means rain soon. There's truth to this saying, because high cirrus clouds often come before a storm. Halos are a sign of high, thin cirrus clouds drifting 20,000 feet or more. These clouds contain millions of tiny ice crystals. The halos you see are caused by both refraction, or splitting of light, and also by reflection, or glints of light from these ice crystals. The crystals have to be oriented and positioned just so with respect to your eye, in order for the halo to appear.

Source: earthsky.org/space/what-makes-a-halo-around-the-moon?utm_source=EarthSky+News&utm_campaign=26a65ea501-EMAIL_CAMPAIGN_2018_02_02_COPY_01&utm_medium=email&utm_term=0_c643945d79-26a65ea501-395197485



In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than

when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the instruction 'Stow high in transit' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term 'S.H.I.T', (Stow High In Transit). "So it's really not a swear word" which has come down through the centuries and is in use to this very day. You probably did not know the true history of this word... and you still don't!

This sorry piece of codswallop about exploding ships appears to have begun its Internet life in February 2002. The word shit entered the modern English language via having been derived from the Old English nouns *scite* and the Middle Low German *schite*, both meaning "dung", and the Old English noun *scitte*, meaning "diarrhea." Our most treasured cuss word has been with us a long time, showing up in written works both as a noun and

as a verb as far back as the 14th century.

Source: snopes.com/fact-check/shit-faced/

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Plastic is often thought of as an ocean contaminant, but it's in our freshwater lakes, too. Thirty years ago, you wouldn't have wanted to eat fish from the Great Lakes, due to contamination by PCBs. These chemicals were allowed in North America up until the 1980s, at which point they were phased out, but their toxic and persistent effects were felt for a long time. Fortunately, efforts to clean up PCBs have brought levels down significantly, but now another environmental scourge is in the water.

Plastic, a contaminant that most people associate more readily with the world's oceans than its freshwater lakes, is a real problem for the Great Lakes. One report from 2016 provided the first-ever estimate of how much plastic enters the Great Lakes annually, and it's not pretty -- a shocking 9,887 metric tonnes.

The issue for the Great Lakes, as explained by professor Chelsea Rochman from the Department of Ecology and Evolutionary Biology at the University of Toronto (U of T), is that they're largely enclosed environments: "Unlike oceans, which get flushed out by global currents, the lakes are less diluted." As a result, the plastic concentrations are equal to or greater than those found in the oceans. Rochman's research in Lakes Ontario, Superior, and Erie

has found microplastic particles in nearly all fish collected.

From a report issued by U of T Scarborough:

"Most plastics end up in the Great Lakes from storm water runoff through rivers or streams, from wastewater treatment plants, or litter blown directly into the lakes. [Rochman] says some other sources include agricultural runoff and maritime debris like fishing gear. Rochman's own research on microplastics has uncovered pollution from tiny bits of tire dust, microfibers from clothing, glitter, plastic bottles and microbeads found in face wash."

The fate of the lakes has major repercussions for the 43 million people who live in the Great Lakes basin. The region accounts for 58 percent of Canada's economy and, according to U of T professor George Arhonditsis, "\$311 billion of Ontario's annual exports derive directly from its natural resources, including municipal and industrial water supplies, fish harvesting and land uses."

Plastic is clearly a serious problem that affects far more people and animals than we realize at this point. Communities and municipal governments need to take strong action, in conjunction with the companies that manufacture goods made with plastic, demanding circular loop production and offering better reusable or biodegradable options.

Source: treehugger.com/clean-water/great-lakes-contain-much-plastic-oceans.html

Global mean sea level in 2017 was the highest annual average in the satellite altimetry era (since 1993), measuring 77mm (three inches) above the 1993 average. Levels have risen year to year for six consecutive years and in 22 of the last 24 years. Regional variations were evident, with differences attributed to changes in climatic conditions such as trade wind strength.

Source: maritime-executive.com/article/report-record-high-sea-levels-in-2017#gs.SrSIJzI

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It was August 17. A J/105 while out on the Chesapeake Bay under sail was struck amidships on the starboard side by a 35' powerboat, with the powerboat coming to a stop on top of the sailboat. Thankfully, no one was hurt. (See picture on next page.)

Source: sailingscuttlebutt.com/2018/08/17/dont-see-everyday/?utm_medium=email&utm_campaign=Scuttlebutt%205148%20-%20August%2020%202018&utm_content=Scuttlebutt%205148%20-%20August%2020%202018+CID_976a23b11f2ff6c6327d143c6ee6b748&utm_source=Email%20Newsletter&utm_term=click%20here

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From the desk of the Social Affairs



Well we had a summer to remember with hot days and some cool nights, but we had a boating season. I

was fortunate to spend a fair amount of time fishing and cruising the pristine waters of many lakes in Ontario. The photo was taken August 23, 2018 on Lake Temagami. This 14 lb Lake Trout has been smoked and is in the freezer for colder months.

Enough about my fishing! There have been some discussions with Commander Harkness and the Squadron Excom that we may change:

- When we have our Excom Meeting possibly during the day at a local coffee.

- Do we need to have our Annual Dinner in the February-March time slot?
- Can we change the format of our Annual General Meeting to attract more members?
- The Annual Picnic & Graduation will remain in June. Mark your calendar – Monday, June 17, 2019.
- What can we do to attract you!

More information in a future newsletter. If you have any ideas or would like to help us, please contact me.

*Guy A. Ladouceur, P/D/C
Social Activities Chair
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Rendez-Vous in Oiseau Rock - July 30, 2018

Guy A. Ladouceur, P/D/C
 District Membership Officer
 Ottawa Squadron Activities Chair

This past July 30, I had the opportunity to travel to the Oiseau Rock area (Deep River) to represent District Commander Terry Hamilton and P/Cdr Robert Dandurand. It was a beautiful day and the roads were clear both ways. Upon arrival at Ezylyfe Lane, it became quite clear to me that this location was what dreams were made of. Our hosts, Brian and Barbara Cheadle, were very accommodating and organized a beautiful Rendez-Vous with the help of a few members of the former Oiseau Rock Squadron. It was nice to see the camaraderie between everyone and for me to see again long time CPS-ECP friends.



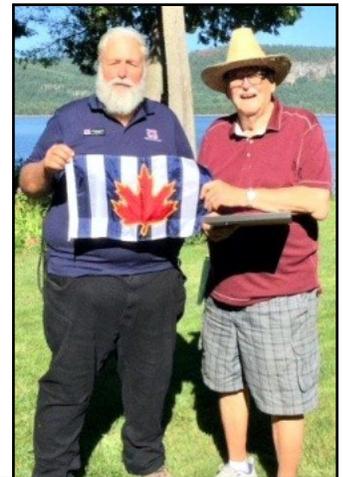
The purpose for my visit was to present a 27th Merit Mark Certificate to our host Brian Cheadle.

It was also my honour to present John H Bell with his 20th Merit Mark Certificate, a letter from Chief Commander Beall, his CPS-ECP Life Member's Gold Member's Card and, finally, his Life Member Flag.

Everyone in attendance joined in for some great culinary creations and went back home with some great memories.

These former Oiseau Rock sure know how to organize a Rendez-Vous and have Fun... Marjorie and I were delighted to have attended and ranked it high on

our Summer 2018 Memories. Thank you to all from the Oiseau Rock Area!



Victoria Classic Boat Festival

By Robert Dandurand, P

Pretty much everything for our family vacation out West was planned: the flights, the hotel rooms, the restaurants, the deep sea salmon fishing, etc. but an unexpected bonus was the 41st Annual Victoria Classic Boat Festival in the Inner Harbour, just across the street from our hotel.

Over 150 vessels, many of them over 50 years old and meticulously maintained. Judge for yourself.



The Deerleap, a 72-foot beauty from the 1920s. The Loueda, a 1974 powerboat of 30 feet.



The 1928 Marian II.

Suellen (1951) came from Portland, OR.

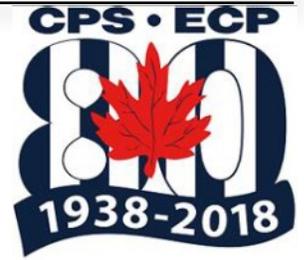


2018 CPS-ECP National Conference

OTTAWA, ONTARIO OCTOBER 17 – 21, 2018

OTTAWA MARRIOTT HOTEL

MARK YOUR CALENDAR – We will need volunteers!



The National Conference is almost here!

By now you know that Rideau District is hosting the 2018 CPS-ECP National Conference and Annual General Meeting at the Marriott Hotel, 100 Kent Street, Ottawa between October 17 and 21, 2018.

Join us by registering at CONFERENCE. There is no need to take all the meals unless you wish to do so. The easiest way is to choose Registration Only (no meals) / Enregistrement sans repas. This option is Free and gives you the opportunity to mingle with boaters from across Canada and U.S.A plus visit with numerous suppliers in attendance, attend some of the seminars, and visit the Ship's Store. If you are attending your first National Conference, please indicate that you are a First Timer / Chief Commander's 80th Anniversary Reception on Thursday October 18, 2018 between 1700 and 1830 in Room 520. Hope to see you there. The Annual General Meeting on Saturday October 20, 2018 is open to all CPS-ECP Members. AGM Registration, 0730-0830, in the Ballroom Foyer and AGM 0830-1200 is in the Victoria Ballroom. Hope to see many of you there and please register; it will make it a lot easier.

A Conference of this magnitude does not happen overnight, your Local Committee has been hard at

“Quote, Unquote:”

“One needs time, to get away, to let daily life do what it does, without you messing with it, for just a little while anyway. No worries – the tedium, riff-raff, nomenclature, details, taxes, bills, politics and stultifying terror of - it all will still be there for you to muck-up and mess with when you get back.”

work planning the event. Now we need your help to staff some of the positions that must be present to give our guests a great experience in Ottawa plus give you a chance to make new friends plus helping your Local Committee deliver a wonderful Conference.

Here is where you can help us:

- Working the Registration Desk
- Keep an eye on the Prizes and Simulator Room - Assisting with prizes distribution
- Greeters / Information Person on the floor assisting Guests. Providing security
- Taking tickets at the Luncheons, Friday Theme Dinner and Saturday Chief Commander's Gala.

We are working on the schedule presently and if you can assist us in any way, we would be glad to have you on board. You can reach us at ottawa2018@cps-ecp.org.

The Local Committee would love to work with you, please let us know as soon as possible.

Guy A. Ladouceur, P/D/C

2018 CPS-ECP Conference Local Chair

Brad Kurlancheek

Winter Thoughts of a Summer Cruise
Small Craft Advisor, Jul/Aug 2018 No. 112, p. 41

Up the River, sailing trip with Stormont Yacht Club

*By Christine Ouellet
Media Coordinator,
Stormont Yacht Club &
Cornwall PSS member*

Going up the St. Lawrence River is an adventure that most Stormont Yacht Club (SYC) skippers look forward to every year.

Unfortunately, the project does not always materialize and it can evaporate in thin air. This year, the stars were aligned and the project, a 7 - 8 day trip started to take shape.

A dozen ambitious skippers gathered around a great potluck dinner consisting of delicious treats such as homemade bread, tortellini, blueberry bread pudding and a few good bottles of wine. After carefully studying the marine charts, current, shoals, best anchorages, docking facilities and weather forecast, they elaborated a sound sailing plan.

Saturday, August 18th: eleven sailboats set sail westward to Waddington for the Annual Commodore's cruise.

Rene Therrien (Rejuvenate) reported the following: the fleet benefited from a leisurely sail and landed at the new renovated docking facilities, washroom and communal area of Waddington. After completing the US Custom and Border Patrol requirements, the group meandered to a patio bar restaurant while some chose a nearby pub, renowned for its famous wings.

Sunday, August 19th: Cindy Lou II, Oblio and Irish Mist bid farewell to the eight boats continuing their upriver journey and proceeded back to SYC. Lagan II, Ricochet, Jenna's Journey, Sealestial, Whisper, Isis, Rejuvenate and Whirlaway, subsequently joined by Fox Force 3, slowly made their way through Iroquois Seaway Locks and anchored in Smith Island Bay in Brockville.

Monday, August 20th: Calm day. All the boats relied on their engine to make progress up river and reached the entrance of the Forty Acres. They were greeted by a beautiful sunset on the shores of Beauvillage Island. Snow Goose and Persuasion both dropped by the anchorage to mingle with the group.

Tuesday, August 21st: The forecast calls for inclement weather (strong winds and thunderstorm) later on in the day, the fleet, joined by Snow Goose, set sails for Confederation Basin in Kingston via the channel separating Wolfe and Howe Islands.

As they neared Kingston, SW winds got stronger, and the waves, got choppier. By the time the last boats reached Confederation Basin, the strong gusty winds and heavy rain were in full force. After securing their vessels, everybody gathered at the Kingston Brew Pub to unwind and tell stories.

Throughout the night, winds gradually increased to 30 km/h with gusts of up to 50 km/h. What a beating the little boats took. It felt as if they were breaking apart right in the middle. Riggings were vibrating and only those who had earplugs got some sleep.

Wednesday, August 22nd: Many got together for breakfast at a longtime favorite: Morrison's in Kingston, to replenish energy, go over their personal overnight experience and decide on the next step of the adventure.

At this point, the main group split into sub-groups in order to accommodate various itineraries. Snow Goose heading for Picton, Whisper, Celestial and Fox Force 3 aiming for Main Duck Island and its famous unforgiving shoals and the remainder setting sails to the East for the anchorage at Brakey Bay, south of Wolfe Island.

Paul Rodrigue (Sealestial) reported that when they left Kingston winds were NW 30 km/h (12 knots) with gusts to 47 km/h. The waves, some up to one meter high, were bashing the bow. The journey to Duck Island took four hours and all three sailboats arrived late in the afternoon.

Thursday, August 23rd: Paul Rodrigue mentioned that they went for a hike on the island and that it should be renamed Snake Island. For those with aversion to snakes, he recommended that they should remain on their vessels. As for the water in the cove, it is filled with snapping turtles and other little ones, which is a pretty cool sight. However, it is not the best inviting water for those who might consider swimming off the dock because the snappers are so plentiful.

Friday, August 24th to arrival Sunday, August 26th: The East heading group continued their trip along the US shore; Cape Vincent for two nights, Clayton for a shore visit and lunch, with an overnight in Brockville (BYC). They

reached SYC all on time, in the evening of the 26th, for those who had to be back at work first thing Monday morning.

As for the Main Duck Island group, they anchored off the East shore to lunch and swim, following their hike and then started to head East. For their return trip, they were greeted by 30 km/h (15 knots) with gusts of 40 + km/h (20 knots) with two meter waves. Paul Rodrigue (Sealestial) reported that on a beam reach, port tack, with reefed main and #3 headsail, they

rarely listed more than 15 degrees in those conditions. He also mentioned that the trimaran, Fox Force 3, just took off as if he was being chased by a horde of bats from hell that were infested with fleas that carried the Ebola virus. They were not seen again until the 26th, I am sure it took him those two days just to slow down.

On the 25th, Sealestial sailed to the lock, with favourable wind and the current, using their engine solely when the winds died down to finally reach SYC at 8:30 pm.

A memorable experience and so many stories to tell; this is probably why Cornwall sailors are so fascinated by such upriver trips.

Note: Rene Therrien (Rejuvenate) adds: Such an endeavour does not occur by itself and many individuals stepped up to the plate to successfully make it happen throughout the various stages (planning, preparation and conduct). Thank you to all who participated.



Waddington Gang 2018



Waddington NY early Sunday morning

Ottawa Power and Sail Squadron

Fall and Winter

Boating Course Offerings

Upcoming Online Courses

| Course | Start Date | End Date | Cost |
|-------------------------------|------------------------------|------------------------------|----------|
| B2-Beyond Boating Basics | Oct. 16 th , 2018 | Nov. 27 th , 2018 | \$190.00 |
| B2-Beyond Boating Basics | Jan. 19 th , 2019 | Mar. 5 th , 2019 | \$190.00 |
| B3-Introduction to Navigation | Mar. 19 th , 2019 | Apr. 30 th , 2019 | \$190.00 |

Upcoming Classroom Courses

| Course | Start Date | End Date | City | Cost |
|--------------------------------|------------------------------|------------------------------|--------|----------|
| B2-Beyond Boating Basics | Oct. 17 th , 2018 | Nov. 28 th , 2018 | Ottawa | \$200.00 |
| Maritime Radio | Oct. 17 th , 2018 | Oct. 31 st , 2018 | Ottawa | \$100.00 |
| Maritime Radio | Nov. 14 th , 2018 | Nov. 28 th , 2018 | Ottawa | \$100.00 |
| B2-Beyond Boating Basics | Jan. 23 rd , 2019 | Mar. 6 th , 2019 | Ottawa | \$200.00 |
| Maritime Radio | Feb. 13 th , 2019 | Feb. 27 th , 2019 | Ottawa | \$100.00 |
| B3- Introduction to Navigation | Mar. 20 th , 2019 | May 5 th , 2019 | Ottawa | \$150.00 |
| Boat and Engine Maintenance | Mar. 20 th , 2019 | May 20 th , 2019 | Ottawa | \$180.00 |
| Maritime Radio | Apr. 3 rd , 2019 | Apr. 17 th , 2019 | Ottawa | \$100.00 |

When the moon
hits your eye like a
big pizza pie, that's amore.

When you're down by the sea
and an eel bites your knee,
that's a moray.



source: Outposter, 180217

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