



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



Due to all the negativity in the world these days because of COVID-19, it makes it difficult to stay positive. However, positive we must remain as we will all get thru this.

On a more positive note, we have a new Social Activities chairperson, Mara Zarins. Mara will look after the organization of all our Social Activities this year. We hope you will give her your support by attending any future social activities. If you have suggestions for an activity, drop me a line and I will forward your request to Mara. My contact is, commander@boatottawa.ca

Not necessarily in any order, events in the planning stage are as follows: Squadron AGM, Volunteer Appreciation Dinner, Annual Picnic and, in late fall/winter, Dinner with Santa.

Dates still need to be confirmed so stay tuned. An event email will be sent to everyone confirming the dates and venues.

I mustn't forget, if you have not recovered your profile from the CPS-ECP National Site, please do so at your earliest convenience. This is the only way we can effectively communicate with you regarding course registration, renewal notices, etc.

In summary, stay tuned for upcoming events, and these days it includes postponements and cancellations, and above all, as mentioned at the beginning, we will get thru this.

Think positive, stay safe.

Axel Obenauf, SN
Commander

OTTAWA BOAT SHOW 2020

The Ottawa Boat Show is over for another year!

Organizing the annual Boat Show is not Rocket Science but we need dependable Watch-Keepers to network with those visiting the Show. We are all volunteers with one goal: to make our waters safer for all boaters within our District, the rest of Canada and U.S. whenever possible,

I would like to personally thank all our seasoned Volunteers:

- | | |
|-----------------------|------------------------|
| 1. Tom Beaver | 13. Ian Hitch |
| 2. Jacques Boudreault | 14. Cathie Johnstone |
| 3. Bryan Carroll | 15. Guy Ladouceur |
| 4. Robin Craig | 16. Marjorie Ladouceur |
| 5. Robert Dandurand | 17. Jim MacLeod |
| 6. Bert De Vry | 18. Robert Ménard |
| 7. André Dubois | 19. Rolly Nantel |
| 8. Réginald Guibert | 20. Sandy Nantel |
| 9. Linda Hamilton | 21. David Omond |
| 10. Terry Hamilton | 22. Donald Partridge |
| 11. Court Harkness | 23. Jules Rea |
| 12. Bruce SD Harris | 24. David Root |

25. Who did I forget?

The Boating Skills Virtual Trainer (BSVT) was a great hit with the younger crowd even some of the more senior/serious boaters. The BSVT allowed us to promote our courses/membership with the parents while the children were dreaming of becoming Captains in their future or driving their family boat with the assistance of Dad or Mom.

Besides our list of upcoming courses and membership information, we distributed many CPS-ECP Course Brochures, Membership Brochures (Bilingual), Phonetic Alphabet Bilingual Bookmarks, Rules of the Road and Lateral Buoys information. Many pertinent questions were answered i.e. renewing membership, re-joining a Squadron and, finally, replacing their damaged or lost PCOC or ROC(M) cards.

(Continued on page 3)

The 2019 – 2020 Executive Committee

Squadron Commander	Axel Obenauf, SN
Immediate Past Commander	Court Harkness, SN
Executive Officer	Vacant
Financial Officer	Robert Menard
Educational Officer	Robin Craig, CN
Membership Officer	Joan Feltham, AP
A/Membership	Terry Hamilton, JN
Secretary	Robert Dandurand, P
Communications Officer	William M. Hall, P
Public Relations / Marketing	Donald Partridge, AP
Regalia/Mailing Officer	Marjorie Ladouceur
Rideau Ripples Editor	Robert Dandurand, P
RVCC / Safety Officer	TBD
Social Affairs (Chair)	TBD
Webmaster	Robin Craig, CN
Squadron Financial Review	Michael Crawford

Squadron Mailing Address

Ottawa Power and Sail Squadron
6901 Bilberry Drive,
Ottawa ON K1C 2E8

Cdr Axel Obenauf
(613) 825-2882

Please check the website for updates and latest information:

cps-ottawa.com/events.html

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

Squadron Events Calendar

Have a Wonderful Summer of Safe Boating - Fly Your CPS-ECP Flag Proudly and Promote Our Organization by Networking with your Dock Mates and anyone on the water!

“All face to face activities, classes, Squadron and District Meetings are postponed until the coronavirus / COVID-19 situation is resolved and the restriction is lifted. Our paramount concern is the health and well being of all our volunteers, their relatives and friends. This is the safest course of action in the current circumstances.”



maritime quarantine flag

(Continued from page 1)

In my opinion, the attendance seemed lower this year even with free parking on Thursday and Friday. I believe that our presence at the yearly Ottawa Boat Show is very beneficial to promote our Courses and

Membership but, even more, to introduce to all boaters the many

aspects we are involved in to make our waters safer and increase their enjoyment as active boaters during our very short season.

The planning for the 2021 has already begun so if you would like to be a Watch-Keeper, send me an e-mail message now and I will include you when looking for Watch-Keeper next year.

In closing, I would like to say a big thank you to Terry H. Marjorie L. and Sandy & Rolly N. for their help in setting up and dismantling the booth and simulator plus transporting all our material. Let's not forget Michael Code of Advanced Business Interiors for the loan of four very comfortable Show Chairs.

See you all again in 2021.

*Guy A. Ladouceur,
Rideau District/Ottawa Squadron
Ottawa Boat Show Chair
gladoun648@rogers.com
(613) 824-9490*



Scuttlebutt

By Robert Dandurand, P

H ave you heard of this?



There is a sailors' tradition of burning your socks on the vernal equinox, the first day of spring. If you have been wearing the same woolen stockings all winter, this may be a good time to commit them to the flames.

As ancient traditions go, this one is pretty new. According to Preservation Maryland, after a particularly snowy winter in 1978, Annapolitan Bob Tuner was anxious to shed his socks with the arrival of spring. He invited his colleagues to celebrate the end of winter by burning their socks after work, a symbolic goodbye to winter as the group of boat builders, sailors, and watermen intended to forgo wearing socks until the cold weather returned; and so a tradition was born. Perhaps the moral of the story is that any warm day is a good day to burn your socks.

Source: <http://www.oldsaltblog.com/2019/03/time-to-burn-your-socks-on-the-first-day-of-spring/>

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The National Oceanic and Atmospheric Administration (NOAA) is phasing out the production of traditional paper nautical charts. NOAA announced in the Federal Register of November 15, 2019 that it is initiating a five-year process to end all traditional paper nautical chart production. NOAA is not getting out of the chart business. It is simply moving to fully electronic navigational charts (ENCs). The good news is that NOAA is working to improve the ENCs that they provide.

Source: <http://www.oldsaltblog.com/2019/11/noaa-phasing-out-paper-chart-production/>

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Time to dispose of the boat? Go to: boatingontario.ca and follow the link to Boat Disposal and there you will find the resources to deal with your problem.

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"Recreational and commercial mariners should consider the advantages of using low-level white light on the bridge at night... When charts and displays need to be viewed, low-level

(Continued from page 3) white lighting greatly surpasses red lighting in supporting good color discrimination and, therefore, accurate reading of charts and displays.” So says Dr. Anita Rothblum, a U.S. Coast Guard expert on maritime accidents, in her paper, co-authored by Dan Wyatt, Night Vision and Nighttime Lighting for Boaters.

Source:

<https://www.passagemaker.com/technical/dim-white-at-night-red-night-lights-a-scientific-blunder>

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Break the ice

Meaning: To break off a conflict or commence a friendship.

Origin: Back when road transportation was not developed, ships would be the only transportation and means of trade. At times, the ships would get stuck during the winter because of ice formation. The receiving country would send small ships to “break the ice” to clear a way for the trade ships. This gesture showed affiliation and understanding between two territories.

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How badly do you want to go?

<https://www.sailingscuttlebutt.com/2019/11/27/video-how-badly-do-you-want-to-go>

NEW O.P.S.S. HATS FOR SALE



Your Ottawa Squadron and its Executive Committee purchased recently these beautiful baseball caps with the Squadron Logo.

You must buy a hat for the minimal cost of \$25.00 each or a couple for gifts to your loved ones! Or get one free for volunteering at one of the Squadron's events

The hats can be obtained from the Ottawa Squadron Regalia Officer Marjorie Ladouceur - e-mail: regalia@boatottawa.ca

Hats will be available at all upcoming Ottawa Squadron Events. Please do not wait, we may run out!

*Marjorie Ladouceur
OPSS Regalia & Mailing Officer
regalia@boatottawa.ca
(613) 824-9490*

Lifejackets save lives

By Christine Ouellet
Ottawa PSS member and
Media Coordinator,
Stormont Yacht Club

At the end of a beautiful sailing afternoon on our Laser sailboat, on Lake Ouareau in the Laurentians, we used to burn off the rest of our energy by tipping the Laser over and bringing it back up, and starting over again. We enjoyed getting thrown overboard and getting wet or trying to remain in the cockpit as the hull laid perpendicular to the surface of the water.



Even if we were already wet and falling in relatively warm waters, I remember how I felt as we lost control of the boat as it capsized; the shock of losing my balance, slipping and eventually being pulled into the water. I remember the brief sense of disorientation when my body went under. Falling off a boat or a dock is not like diving: you are surprised, you become unstable, you lose your balance and you can't grip onto anything. You are in free fall and it is easy to panic; as you go down, it takes a few seconds to realize where you are and look up to the surface to swim back up. In these circumstances, it is good to know your personal floatation device, or PFD, will bring you back up to the surface and save your life.

But wearing a PFD does not guarantee safety. Tipping the Laser

was a game and while we thought we were in full control of the situation and wearing our PFD there was always the risk of being hit on the head by the swinging boom, being caught by a line under the boat or finding yourself trapped under the sail and unable to breathe. These things happen and can lead to fatalities. Such a tragic incident happened on May 9th, 2013 during the America's Cup in San Francisco as the sixty-foot Artemis capsized and Andrew Smith, a gold medallist British sailor, was trapped underneath some hard debris. He perished wearing his PFD and a helmet.

History of the Personal Floatation Device, the PFD

A long time ago, most sailors didn't know how to swim and the natural survival reaction, when being thrown overboard or, on a sinking vessel, was to use anything that was floating, like logs and blocks of wood, to avoid drowning. It is reported that between 865-860 A.D. the Assyrian army used animal skins as a floating device, as depicted in a relief at the British Museum, which shows men crossing a river using inflated animal skins as floatation devices. (1)

In 1800 Norwegian sailors developed a life vest made from wood and cork. But PFDs were not part of the equipment issued to sailors until the early 19th century. Before this, the British Royal Navy had a different perspective on the issue: during naval battles, as they kidnapped sailors from adversaries and were forced to serve for the enemy, floatation devices were potential escape tools, therefore not encouraged. For example, at the Napoleonic Battle of Trafalgar, seamen who were press-ganged into naval service might have used such devices to jump ship and swim to freedom. Meanwhile, research was still going on and inventors wanted to find ways to preserve life and life jackets inventors became popular.

Personal Flotation Devices were invented initially to keep the body afloat and later to keep the head out of the water. Testing of the newly invented device had to be conducted in front of a crowd, in order to be recognized as described in the following excerpt from the Aberdeen Journal:

Aquatic Life-Saving Apparatus:

"Last evening an interesting experiment was made at the harbour entrance to test the merits



of a new life-saving jacket, invented by Mr. James Kinnear, artificial limb-maker, King Street. At half past seven o'clock, a crowd of several thousand thronged the Abercrombie Jetty and the New Pier to witness the experiment. At a quarter to seven the inventor and some friends put off from Point Law in a pilot boat, and were pulled into the stream opposite Torry village. One of Mr. Kinnear's friend - Mr. Thompson McKay - who was scarcely distinguishable in any respect, save that he wore a common water-proof coat and carried a small shoulder bag, made a header into the river, and was immediately seen floating buoyant on the surface, adjusting his cap with his hands. He continued to float in a perpendicular position, and, without any exertion whatever, was carried along by the current towards the sea. McKay was able to use his hands freely out of the water, and blew a whistle, rummaged his courier bag, and refreshed himself with its content. A large number of boats followed him and watched his progress. He remained in the water fully 35 minutes, and before being picked up about 500 yards outside the bar, he displayed a signal light which burned brightly for three or four minutes. When he landed at

Abercrombie's Jetty he was cheered by a large concourse of people and carried in triumph to the Ferry Boat Tavern...."

(From the 'Aberdeen Journal' April 1875: James Kinnear 'Lifejacket Inventor')

The modern lifejacket is generally credited to Captain Ward, a Royal National Lifeboat Institution inspector in the United Kingdom, who, in 1854, created a cork vest to be worn by lifeboat crews for both weather protection and buoyancy. (2)

During WWII, the "Mae West" (3) was the first inflatable PFD to be marketed. It was a common nickname of a Type B-4 life preserver. It was used by the Allies. Some source say that the B-4 was invented by James F. Boyle, while others by Peter Markus (US Patent 1694714) and some claim it was inspired by Andrew Toti's mother. Toti (4) had used duck feathers to fill it which made it too bulky, so he tried air. He sold the rights of the Mae West life vest to the U.S. War Department in 1936 for US\$1,600 (4). The preserver was khaki color, made of cotton with inflatable rubber bladders, with dimensions of 27.5" H x 12.75" W x 1.25" D. The nickname was based on the famously buxom figure of Mae West, one of the most popular actresses of that period.



Modern PFD

Lifebuoys are a big bright red or yellow ring (toroidal) that are found in near water-edge of swimming pools, ships and docks, called life preserver in case a person falls in the water. These are throwable PFDs that are deployed from a vessel or land into nearby water, to give the recipient buoyancy. Its ring shape is easy to throw to a distressed person and can be grasped by a hand or hooked arm even in turbulent conditions and is much easier to put on in the water than a life vest. Lifebuoys are seen on famous movies, such as the Titanic. (5)

The lifejacket, a jacket style that fit snugly around the body, is made from different materials. Some are often made of tough synthetic fiber material encapsulating a source of buoyancy, such as foam, and are often brightly colored as yellow or orange to maximize visibility for rescues. Others, the least buoyant make, are made of nylon-lined foam, often used in training for swimming, or as light safety precautions in relatively safe environments, such as lake cruises and amusement parks.



The latest development, the air chamber PFD

The development of the air chamber PFD made them easier to wear. They were designed for airlines, coastal cruise and large commercial transport in potentially dangerous waters. These PFDs are often a sealed suit of heavy vinyl with an inflatable air chamber, and usually provides more buoyancy than its foam counterpart. The air chambers, usually located over the breast and back regions of the body, may be inflated by either self-contained carbon dioxide cartridges activated by the pulling of a cord, or blow tubes with a one-way valve for inflation by exhalation.



Sailing Knives

By Robert Dandurand, P

A knife may be a sailor's most important tool. Obviously a knife can be a lifesaving tool to carry on board, but it's also practical for everyday use on deck. From cutting a piece of tape or a small line, to freeing a jammed halyard to prevent serious damage to the boat, a knife's use on board range from the banal to the creative to lifesaving.

Cutting isn't the only important factor in knife selection. Knives

Personal flotation devices were extended to provide protection for the whole body. Deep Water PFDs including 'wet' or 'dry'-suits are intended for long term immersion in cold water. The life jackets suited for long sea voyages are often also equipped with survival kits, usually containing signalling devices, first-aid kits, food, water, and shark repellent.

References:

(1)

<https://www.ancientworldmagazine.com/articles/crossing-river-example-assyrian-ingenuity/>

(2) Idem

(3)

<https://wordhistories.net/2018/03/09/mae-west-life-jacket/>

(4) Description and photo of Mae West life preserver

<http://www.nytimes.com/2005/05/16/pageoneplus/corrections.html>

The Mae West: Giving Credit Where Credit is Due · Canada Small Vessel Regulations · History of lifejackets Retrieved from "http://en.wikipedia.org/wiki/Personal_floating_device"

(5)

<https://books.google.ca/books?id=RIcTDQAAQBAJ&pg=PT79&lpg=PT79&dq=titanic+lifebuoy&source=bl&ots=8qC04HEs0G&sig=ACfU3U1So66NPfk5G5U1gD2cEPH-57Y3Lw&hl=fr&sa=X&ved=2ahUKEwj3hJLp443oAhVUZc0KHW-5BpUQ6AEwDnoECAoQAQ#v=o nepage&q=titanic%20lifebuoy&f=false>

come in many blade styles, grips, materials and sizes, as well as different ways of opening and closing the blades. Combinations of those differences give sailors many choices to satisfy personal carrying preferences.

All traditional sailors' knives have a sheepsfoot blade and a marlinspike, and this one also includes a shackle opener. Shackles, in this case, are the threaded D-couplers used to connect nautical rigging. The threaded bolts have flat keys on the ends instead of hex heads, and the tapered shackle opener can twist

many sizes of them open or closed. The aperture in the shackle opener is also useful for splicing smaller lines

The blade tip

Many sailing knives have blunt or rounded tips. The common sense safety aspect of wielding a blunt tip on a wet and plunging deck is easy to see. Most dedicated sailing knives are blunt tipped, often with the top of the blade curving down in the classic sheepsfoot-style blade. Some blunt tips are designed as dual-purpose flathead screwdrivers.

A sheepsfoot blade has a straight edge and a straight dull back that curves towards the edge at the end. They have been used at sea for centuries and get their name because they were once used to trim the hooves of sheep. Their shape bears no similarity to the foot of a sheep.

Sheepsfoot blades have a few other advantages over pointy tip blades. For example, if you need to cut an article of clothing off of an injured crewmate, a sheepsfoot blade could cut through the clothing without much risk of accidentally stabbing the person. It can also dig safely between tightly coiled rope and skin.

Sheepsfoot blades are also stronger at the tip allowing you to use more torque near the tip without fear of the blade snapping off.



On the other hand, pointed tips are useful for delicate cutting or puncturing.

A compromise between pointed and blunt tips is the westernized Tanto tip.

The Tanto looks like the end of a samurai sword and is stronger than a standard tip, but less pointed.



The blade is known for its great power and strength, and useful points. These elements all combine to contribute to the Tanto style blade's overall functionality and durability.

The blade lock

A locking blade gives a sense of safety since it can't accidentally fold closed on fingers wrapped around the handle. Some kinds of locks are stronger than others but it is more interesting to compare the ease of manipulating the locks and closing knives one-handed, simulating closing the knife in bad weather conditions with the other hand holding onto the boat.

Opening the knife

Most knives have either have a hole, pin or notched surface for a thumb or single finger to grip the blade for one-handed opening. Some have a notched radial head where the blade attaches to the knife. They are opened by gripping the radial head with a forefinger, pulling down and rotating the blade out of the handle. It's a natural movement.

Most sailors sail in bare hands or fingerless gloves, but a fully gloved finger may have trouble gripping the small hole in some blades. If you are planning to sail in very cold conditions, you should consider a sheath knife with no moving parts.

Also, consider how easy to operate when wet.



The blade material

Most sailing knife blades are made of stainless steel. If you put a small handheld compass next to the blade, as a rough measure of the quality of the stainless steel, it will deflect the compass needle negligibly if of high quality (and weather salt water better than other stainless steels). A regular rinsing in fresh water should keep these knives in great condition. The most expensive ones are made of cobalt and are impervious to corrosion. Some are of titanium and are recommended for saltwater sailors.

Carrying the knife

There is really no comfortable, convenient place to carry a knife. You need it ready to use in an instant. Foul weather gear pockets are often deep, making knives hard to reach and find. Many folding knives come with synthetic sheaths that are comfortable to wear on the hip with a belt, and could be strapped on the outside of foul weather gear. Most folding knives come with pocket clips, which are not particularly secure on sailors because squatting can push the knife out of a pants' front pocket. A compromise is a lanyard from a belt to a knife clipped in a pocket. This keeps it attached to you even if it slips out of your hands. One

option is to wear a small folding knife when weather conditions make for safe sailing, but change up to a sturdier knife in bad weather. Or keep a good knife permanently attached to a life jacket. When the weather calls for a life jacket the knife gets carried too.

The sharpened edge

Some knives have straight edges, some have serrated edges, and others had mixed blades with the tip end straight and the handle end serrated. Serrated edges work by applying less cutting surface but with greater force than a straight blade, though the teeth can hang up on clumps of line thread.

What you want is a blade that cuts easily a line under stress but even more so cutting a lightly stressed line, simulating a life raft painter or tether. For desperate cutting with a sawing motion, a straight or curved blade with a serrated edge is recommendable. There is no disputing the superiority of scalloped serrations when it comes to sawing out of a snafu in a hurry.

Sharpening a serrated edge requires special hones and skills.

In the balance, a multipurpose plain edge blade is handiest and can be sharpened in a rough manner so has to be effective as both chopper and slicer.

Better to test your sailing knife on a scrap of line before an emergency strikes: a surprise on the dock is better than a surprise at sea.

Word of caution

Attaching knives to the outside of life jackets is convenient for everyday use on the boat, but the inflatable life jackets invert when deployed, so a knife can become trapped between the sailor and the inflated jacket.

In closing

There are compromises with any knife. You need to take the advantages and disadvantages into consideration and choose the knife that best fits how you expect to use it.

Sources:

http://gcaptain.com/an-alarming-number-of-shipping-companies-are-banning-knives-heres-how-to-stop-them/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-a5f0be239a-139927349&mc_cid=a5f0be239a&mc_eid=4eedb093d2

<http://sailingmagazine.net/article-1279-sailing-knives.html>

<http://www.thetruthaboutknives.com/know-your-knives-the-sailors-knife/>

<https://www.youtube.com/watch?v=aHju7aNZ7po>

Sailing magazine, December 2012 / January 2013, pp20-24

Small Craft Advisor, Sep/Oct 2014 pp8.

“ ”

Quote, Unquote

"The cure for everything is salt water - sweat, tears and the sea."

Isak Dineson
Danish writer

Before my surgery my anaesthetist offered to knock me out with gas or a boat paddle.

It was an ether/oar situation.

Go Ahead, Make my Day!

RENEW NOW!

From the Desk of the Rideau District Membership Officer

Since the New IT System went online on November 28, 2019, you received electronic request(s) from the CPS-ECP National Office to reclaim your profile, etc.. Yes, every member must have a unique e-mail address & password to access the New IT System. Do not panic, if you do not have an e-mail address and are the only member of CPS-ECP in your household

without an e-mail address. You are still a member of CPS-ECP and the National Office, your District and Squadron will communicate with you by Canada Post. Your Membership Renewal Notice will be mailed to you soon!

If you want to register or reclaim your profile now.... Please watch this 60 second. short video! **IMPORTANT:** You will receive an email asking you to confirm your email address -- You must complete this step as it confirms the link between this email address and your password for use when you log in. Now you can renew your membership online!

Most of you are waiting to receive your membership renewal notice and I can tell you it will be online and in the mail soon! By the way, many of you needed to renew during the last three months. Your own Squadron Membership Officer Joan Feltham has been working tirelessly on the New IT System learning and tabulating the information about the Ottawa Squadron outstanding members. Today, we put together a list of Membership IDs to assist you. If your Membership ID is listed you need to renew your membership as soon as possible:

1. 032655KUL	13. 163200SPE	25. 668576SCH	37. 751099WIL	49. 871117CRO	61. 919673WOO
2. 042616MAR	14. 166374SYB	26. 676913CAM	38. 751102MAI	50. 879275LEV	62. 923593LEN
3. 053615SHE	15. 230688MAR	27. 683178AUD	39. 751104CHA	51. 880941HAR	63. 928589PRU
4. 108156DAL	16. 257649BER	28. 691975ROB	40. 752409WAH	52. 880989BON	64. 932892THO
5. 109488KIF	17. 260942FOL	29. 697729RAB	41. 756391FRI	53. 882497SON	65. 934253MAN
6. 109489MAC	18. 269019SOR	30. 697732RAB	42. 759409KUL	54. 896829HAY	66. 934848BOE
7. 141249BOL	19. 287513CAR	31. 699850GRO	43. 820409SOR	55. 896830HAY	67. 934849BEF
8. 142642KEN	20. 326049HAR	32. 701372STE	44. 853930KEL	56. 899033FLA	68. 935285CRO
9. 148157BER	21. 356883PUD	33. 711728BOU	45. 857898FOR	57. 908667SHA	69. 936287PAU
10. 150393BAN	22. 374886SPR	34. 716016BEA	46. 862968DUP	58. 908867ALB	
11. 153030DES	23. 406067LEF	35. 721637HOL	47. 867719DE	59. 910582HAD	
12. 161993BAR	24. 588718WOO	36. 723906SMY	48. 870696COU	60. 910585RID	

Your renewal membership fee is \$52.00 for the regular member and \$26.00 for the regular family member.

For Regular Life (Life Member) and Regular Lady (Lady Associate), you must renew your membership if you have a family member. This ensures that your family member's membership dues are renewed.

If you are experiencing issues doing your membership renewal

online, please send me an e-mail message (gladoun648@rogers.com) when I can call you to renew your membership. All I will need is your credit card number to be entered so that your membership can be renewed. I have been doing this process for more than five years for many members.

Oh yes, April 30, 2020 renewal is just around the corner. If I can help, send me an e-mail!

Please be safe and stay home! Hoping to be fishing / boating soon!

*Guy A. Ladouceur, P/D/C
National Membership
Committee Member – IT
Membership Support
Rideau and National District
Membership Officer
Rideau District Financial
Officer*

DISCUSSION PAPER

Seasonal Ferry Boat Transit Service on the Ottawa River

The problems involving the Ottawa LRT system have prompted exploration of alternative mass transit options. If the problems persist and remain unresolved into the summer months and beyond, there is the option of exploring possible ferry boat transit between the Orleans/Cumberland area and a floating dock installed near the Place du Portage bridge, located just west of Parliament Hill and near the Place du Portage office complex.

Introduction:

Prior to the introduction of electric LRT through a tunnel built under downtown Ottawa, an all bus transit system provided transit connections through the Ottawa's downtown area. During peak weekday AM and PM rush hour periods, the number of buses moving through downtown Ottawa contributed to traffic congestion, requiring the introduction of complimentary transit system that operated away from downtown streets. The electric LRT traveling through a tunnel under downtown Ottawa appeared to be an ideal solution. However, since its introduction to mass transit passenger service in Ottawa, the LRT has experienced frequent service disruptions.

Several elected members of Ottawa City Council and even senior management of the municipal transit authority have

expressed concern over the reliability of the LRT system. Ideally, the problems involving the LRT ought to be resolved as the weather warms and as summer approaches, when Ottawa's (road) construction season gets underway. While Ottawa has never considered a ferry transit service along the Ottawa River, prior to the building of railway lines on both sides of the Ottawa River, commercial river transportation once operated along both the Ottawa River and sections of the Rideau Canal.

River Boat - Historical:

During the 19th century and prior to Canadian Pacific Railways building railway lines on either side of the Ottawa River between Ottawa-Hull and Montreal, a local businessman named Philemon Wright operated a steamboat service along the navigable section of the Ottawa River, between Ottawa-Hull and points located east. Prior to the introduction of electric streetcar service to Ottawa by the Ottawa Electric Railway, horse drawn streetcars on rails and horse drawn passenger stagecoaches provided year round municipal transit service to the citizens of Bytown. During that period, horse drawn barges provided seasonal transit service along the Rideau Canal.

While the introduction of railway service provided competition for the Wright's steam riverboat service, a federal regulation that forbid river transportation between points along the north side of the Ottawa River protected the market for the railway company. On the Rideau Canal, a river barge could easily carry 4-times the passenger

load as a horse drawn streetcar and 16-time the load as a horse drawn stage coach. The combination of unpaved roads, uphill gradients and absence of roller bearings on the wheels increased the workload for the horses until the introduction of electric streetcars to Ottawa, ending barge service.

Modern Ferry Boats:

Since the closure of non-tourist commercial boat service along the Ottawa River and Rideau Canal over 125-years ago, boat technology has undergone many advances that make municipal ferry transit viable in cities like New York City, where a fleet of some 30-vessels provide frequent departures at competitive tariffs. San Francisco seeks to introduce ferry service involving a 400-passenger boat built to 125-feet length by 34-feet width and capable of 50-km/hour cruise speed. The Ottawa River navigation locks are built to 40-feet width by 180-feet length, allowing such a ferry vessel access to Ottawa from the St Lawrence River.

At Hong Kong, some ferry vessels ride on hydrofoils that lift the hull above the water, reducing water drag as well as wakes while allowing cruise speeds of over 60-km/hour. At greater than 30-m away from shore, high cruise speeds are allowed along sections of the Ottawa River. A recent development in the southern USA involves a low-wake twin-hull catamaran concept that pumps a fast stream of water rearward, between the twin hulls and leaving a residual wake of less than 1-inch (2.5-cm). In the UK, hovercraft

vehicles have provided fast ferry service to offshore islands.

Hydrofoils:

The smallest hydrofoil is a winged surfboard that combines a larger airplane type of forward wing with a smaller tail wing. From below, the configuration resembles the wing layout of a scale model airplane. When propelled by waves or pulled by a kite, the hydrofoil surfboard rises above water and rides on its wings. In France, a battery powered 8-passenger water taxi rides on large versions of such wings, rising above water at 9-knots and capable of higher speed. The largest hydrofoil vessels are built to 400-tonnes weight and can travel at over 60-km/hour.

A hydrofoil vessel could travel between Orleans/Cumberland and a floating dock installed near Place du Portage Bridge in about 20-minutes. During rush hour periods, there may be a market for the services of high-speed water taxi vessels, between marinas at Orleans/Cumberland and marinas and/or floating docks located near any of the Rideau Canal, Gatineau River or Place du Portage Bridge. A catamaran vessel built with dual forward and dual trailing hydrofoil wings would provide a stable ride while traveling at elevated speed above choppy water.

Hovercraft:

Hovercraft vehicles ride on a cushion or air and provided service across the English Channel, also between mainland UK and offshore islands. The air cushion allows hovercraft to travel over both water and well-graded ground. A small hovercraft based

taxis vehicle could travel up a boat launch ramp located along a river and settle down on solid ground. Such a ramp exists at the marina at Jacques Cartier Park in Gatineau, next to the Alexandra Bridge with 2-companion ramps the Orleans marina on Trim Road and a ramp located northwest of Rothwell Heights at the end of Massey Lane.

Citizens traveling between boat launch ramps via hovercraft will need to carry a fold-up battery powered kick scooter to travel on the recreational paths between homes located in Beacon Hill North and the boat ramp, also between Jacques Cartier boat ramp and destinations such as Place du Portage offices or across Alexandra Bridge to offices located in downtown Ottawa. There would be potential for hovercraft service to operate for most of the year.

Above the Water:

There has been ongoing development of wing-in-ground (WIG) effect vehicles that travel at high speed (100-km/hour) just above the water surface while being propelled by aeronautical propellers. Retractable water propellers can enhance operation at dock areas. So far, vehicles of 8 and 12-passenger capacity have been built at Singapore (Air fish 8) and in Germany (Tandem Wing) involving extended length, narrow width wings that bounce an updraft off the water surface. A WIG vehicle would likely travel between Place du Portage Bridge and Cumberland within about 10-minutes.

WIG vehicles are classified as boats and even when moored, have extremely shallow draft.

Boat – Bicycle Travel:

A large boat could travel between the marina at Jacques Cartier Park and the ferry dock at Cumberland, to serve commuters who use bicycles or battery assisted 2-wheeled vehicles to ride the recreational paths between home and ferry terminal, also between west end ferry terminal and places of employment. A long and wide shallow-draft boat would be required to provide service to the marina along Trim Road in Orleans, should such a service become popular with travelers.

Traffic Control:

During peak travel periods, ferry transit vessels operate along waterways and across waterways at many cities internationally. Should seasonal ferry transit services be considered at Ottawa, negotiations with both Transport Canada and Parks Canada would be required to restrict the operation of recreational vessels during weekday peak periods (6:30-AM to 8:30-AM and 4:00-PM to 6:00-PM) between Place du Portage Bridge and the Cumberland marina. Negotiations with the river cruise operators would also be required to allow for safe operation of both ferry transit and commercial tourist vessels.

Cost Factors:

The LRT right-of-way including track and tunnels has been very costly to construct and will incur substantial long-term maintenance costs. Rail transit vehicles will also incur considerable long-term

maintenance costs. With a bus transit system, construction and long-term operation of a bus transit way involved considerable cost, as did maintenance and upkeep of the vehicle fleet. Even when buses operate on public roads, the road system requires ongoing maintenance and upkeep, hence the annual construction season involving road repairs.

Boats that produce minimal wake inflict minimal damage along river shorelines, while on a per passenger basis, boats incur much lower long-term maintenance costs than bus and LRT vehicles. A ferry boat of 4-times the width of a city transit bus, double the height of a double decker bus and double the length of an articulated transit bus has passage along the Ottawa River and provide service at lower cost per passenger than either bus or LRT vehicles. As number of riders increase, a large ferry boat reveals its cost advantage.

Electrical Energy:

At the present time, the research division of Hydro Quebec is developing solid state battery technology. Battery technology that is unsuitable for application on road vehicles and even railway vehicles, such as the flow battery and liquid metal battery, are quite suitable for marine waterway applications. Along the north side of the Ottawa River, Hydro Quebec sells electric power at much lower prices per kilowatt-hour than power prices along the south side of the river. It is therefore economically advantageous to recharge battery powered river boats on the Quebec side of the river.

Uber/Lyft Option:

To facilitate ride sharing along the river, organized groups of boat owners would need to negotiate with relevant authorities (Transport Canada, Parks Canada, National Capital Commission) to install floating docks at strategic locations along the Ottawa River shoreline, between Place du Portage Bridge and Orleans/Cumberland. The discussions would need to explore the possibility of weekday daily parking for passenger boats near the bridge, in close proximity to the Place du Portage office complex and within close proximity to the National Library and Public Archives buildings. Boat commuting could then become possible at Ottawa.

Ride sharing would involve citizens who reside within close proximity to marinas at Orleans and Cumberland, using road vehicles to connect between home and nearby marinas. At the west end of the river commute, many travelers would arrive within walking distance of their places of employment. Some commuters may use a fold-up kick scooter to travel between west end marina/dock and place of employment. The ride sharing option will need to be considered if a private commercial ferry operator is unavailable to provide daily weekday rush hour ferry transit service, leaving ride sharing for off-peak hours.

Regulation:

Maritime transportation is federally regulated and subject to the jurisdiction of Transport Canada. The most likely ferry route along the Ottawa River in the

Ottawa area would connect marinas and boat launch ramps located on the Ontario side of the river, to the east of Rockcliffe air base and marinas and boat ramps located in the Gatineau area. Such a service would be classified as being inter provincial and well outside of the jurisdiction of the City of Ottawa.

Future Prospects:

A reliable LRT system would discourage development and expansion of a seasonal ferry service along the Ottawa River. It is already possible to introduce hovercraft service along the Ottawa, to operate between boat launch ramps located at Jacques Cartier Park in Gatineau, boat ramps next to Trim Road at Orleans and boat ramp at north end of Massey Lane at Rothwell Heights. If LRT problems remain unresolved, boat owners could organize to provide river transit service along the Ottawa River for citizens living in the northern regions of Beason Hill, Orleans and Cumberland.

In closing, the National Capital Commission transportation team is evaluating the possibility and has assigned a case number, CC-174598-T2Z6J5, to it. Ottawa members of council showing interest include Catherine McKenney and Riley Brockington.

*Author: Harry Valentine,
Transportation sector
journalist*

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