

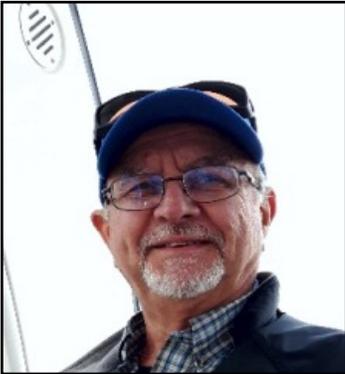


Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



One of the hardest things to do during this pandemic is to stay motivated and focused on the things we take for granted.

Boating is probably the furthest thing from people's minds these days and that includes yours truly.

Having no access to the boat means that the focus has shifted, to the house, the car, other projects. The landscaping around the house has never looked so good!

Finally, in early June we were able to gain limited access to the Marina where Elusive is kept and the desire to work on the boat and return to the water was back. So, wax-on, wax-off and so it goes. Elusive is in the water and we are anxious to get out and do some cruising.

Unfortunately one of the major activities of the Squadron, the Annual Picnic and Auction had to be cancelled this year due to Covid-19. We have rebooked the site for next year and all the stuff that

was to be donated for auction will need to be stored for another year. And being Canadian, sorry about that!

Our annual AGM was held on June 10th by Go-To-Meeting. A couple of new officers were appointed. Christine Ouellet was sworn in as Squadron Education Officer and a new position of head of Marketing, replacing Robin Craig who is moving on to District Education Officer. Peter Hansen was appointed to the Safety Officer position heading up RVCC and Flare disposal.

As we have a two-year mandate, and this being year two, all other Officers retained their current position. We are still in need of a Squadron Executive Officer. Interested?

Finally, Squadron Secretary Robert Dandurand has come up with a new initiative, and that is a photo contest. Robert will have further details. I encourage all members of the Squadron to take part. There will be prizes, so stay tuned.

Remember when going out to practice physical distancing, wear a mask where necessary, and above all, think positive and stay safe.

Axel Obenauf, SN
Commander

The 2020 – 2021 Executive Committee

Squadron Commander	Axel Obenauf, SN
Immediate Past Commander	Court Harkness, SN
Executive Officer	Vacant
Financial Officer	Robert Menard
Educational Officer	Christine Ouellet
A/Edu Officer French Courses	Jacques Boudreault, P
A/Edu Officer French Course	Réginald Guilbert
Membership Officer	Joan Feltham, <u>AP</u>
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Marketing Officer	Christine Ouellet
Regalia/Mailing Officer	Marjorie Ladouceur
Rideau Ripples Editor	Robert Dandurand, P
RVCC Coordinator	Peter Hansen
Social Affairs (Chair)	Mara Zarins
Webmaster	Robin Craig, CN
Squadron Financial Review	Michael Crawford

Squadron Mailing Address

Ottawa Power and Sail Squadron
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Ottawa ON K1C 2E8

Cdr Axel Obenauf
(613) 825-2882

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

Please check the website for updates and latest information:

boatottawa.ca/events.html

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



Scuttlebutt

By Robert Dandurand, P

Every vessel built or imported for sale in Canada must be marked with a **Hull Serial Number** in accordance with the [Small Vessel Regulations](#) (see Part 9). The Hull Serial Number provides a uniform method for identifying: any specific vessel, the construction standards that apply to that specific vessel, vessels subject to a manufacturer's defect recall, a lost or stolen vessel. The serial number should be inscribed where it is clearly visible when the vessel is in the water, on the upper starboard quarter of the outside surface of the transom. If the vessel has no transom, the number should be inscribed on the uppermost starboard side at the aft end of the hull. The Hull Serial Number consists of 12 characters and an optional two-character country code prefix. The code comprises: a three-digit Manufacturer's Identification Code (MIC); followed by a five-character Manufacturer's Serial Number; and four figures giving the date of manufacture.

Source:

<https://www.tc.gc.ca/en/services/marine/vessel-design-construction-maintenance/creating-inscribing-serial-number-manufactured-vessels.html>
and

<https://nsboats.com/hull-identification-numbers/>



In the Homeric world, there were four reigning winds: Boreas blew from the North, Notus from the south, Eurus from the east, Zephyrus from the West.

From Passage to Juneau by Jonathan Raban. Now you know.



Changing habits is hard, but the more we discuss how our oceans can no longer be our convenient waste basket, the sooner we will respect them to secure their future. We play in them and we rely on them for food... our waters deserve better than history has treated them. As we celebrated **World Ocean's Day on June 8**, we need recognize our consumption of plastic and how we can change our habits.

For more: :

http://www.sailingscuttlebutt.com/2017/06/07/celebrate-world-oceans-day-2017/?utm_medium=email&utm_campaign=Scuttlebutt%204850%20-%20June%208%202017&utm_content=Scuttlebutt%204850%20-%20June%208%202017+CID_b917ccb76778bfe7ad346f6b3d6ba89&utm_source=Email%20Newsletter&utm_term=Celebrate%20World%20Oceans%20Day%202017 and <https://worldoceansday.org/>



Did you know? **GPS** is actually based on a much older global navigational system run by the Americans called OMEGA. First operational in 1968, but abolished with the advent of GPS, OMEGA

was a global system of radio signals beamed from eight locations. In America there were two stations, in North Dakota and Hawaii; the others were in Argentina, Norway, Liberia, France, Japan and Australia. The radio towers were engineering feats themselves: the Norway station claimed the longest antenna span in Europe, the Japan tower was the highest in Japan, and the Argentina and Liberia towers were the tallest structures on their continents. Two or more of these signals could then be used to fix one's position to within 4 miles (6.4 km) on any ocean in the world.

Source: Shipwreck - A History of Disasters at Sea by Sam Willis, 2008, p. 164



The major risk factors contributing to **water related fatalities** in Canada remain consistent with those identified in previous years. They are summarized here for boating: not wearing a PFD/life jacket (81%, where information available); cold water (65%, where information available); consuming alcohol (35%); capsizing (42%); boating alone (30%); falling or being thrown overboard (29%); boating in darkness or twilight (22%); boating in rough water (22%).

Source:

<http://www.lifesavingsociety.com/media/314749/cdndrowningreport2019.pdf>



"There is no such thing as bad weather. There is just a bad choice of clothing."

ICW

By Emilie Carter

Aboard Aarluk



The Atlantic Intra Coastal Waterway (ICW) begins in Norfolk and continues southbound to the Florida Keys. It utilizes natural bodies of water as well as dredged canals to create a continuous waterway. Although it was initially designed in order to help ships avoid hazards ranging from the natural forces of the Atlantic Ocean to enemy submarines in times of war, it is currently used by commercial and recreational traffic including, of course, an annual fleet of snowbirds in search of warmer climates during the winter months.

It's the kind of place where you substitute the sound of waves crashing against the hull to the monotonous white noise of your diesel engine. There isn't time to get lost staring out into the open blue. The helmsman must be on high alert to stay within the dredged limits of the canal. Numerous lift-bridges and boat traffic will also keep the skipper on his or her toes.

I've had an introduction to this waterway in the past and quickly realized that this wasn't my cup of tea. I promptly promised myself

I'd never boat through it again. "I'm a real sailor", I thought. I'd rather be many miles offshore than motor through these rivers and canals. Indeed, a 24 hour period of

Atlantic sailing covers as many miles as three full days in the ICW.

Therefore, my chosen route would be obvious.

However, a combination of low-pressure systems and a time crunch made the waterway suddenly seem much more appealing. You see, it's April, my crew and I are just south of the notorious Cape Hatteras. A

global pandemic has pushed us to return to Canada as soon as possible. Depressions are continuously forming off the Carolinas and there is no respite in sight. We need two or three days of consistent winds to make it around to the Chesapeake, but the predictions for the foreseeable future do not give us that luxury. Cape Hatteras is known as the graveyard of the Atlantic, with good reason. Over 600 shipwrecks currently lay on the sandy bottom off these shores and I have no intention of adding my 35-ft Tartan sailboat to this collection.

So I swallowed my pride as we decided to travel it once more. We topped up the tanks, did a thorough engine check before attacking the last 311 miles of the Atlantic Intracoastal Waterway. We were about to burn more diesel in four days than we had in the previous four months.

What we learnt from cruising the waterway southbound was that, although we will be protected from extreme sea states, we will still feel strong winds from storms raging a few miles east. Favourable conditions are needed to make it through comfortably. We know

this because in October we found ourselves motoring straight into 30 knots of wind in the Alligator River at an exhilarating boat speed of one knot. These were the type of mistakes we did not intend on repeating. On our way north, we would plan accordingly to the weather. And so we did. The engine purred as we glided through the narrow canals as we enjoyed watching prey birds nesting on top of the channel markers. A falcon here, a bald eagle there. When we were closer to the ocean, dolphins would greet us and follow along for a while. We set our sails free whenever we could, in certain wider areas we could almost forget that we weren't on the beautiful open blue. We even enjoyed smooth seas as we had protection from the swell. As the low pressure approached, we sailed downwind through a dredged portion of the North Landing River. While the breeze was picking up to the mid-thirties, we were steering ever so carefully as an accidental gybe would potentially damage our rigging while the boat would run aground. We made it to protection just in time. "I sure am glad we aren't out there." I found myself thinking.

As we arrived to Portsmouth, Virginia, we were all very happy that the ICW was behind us, but we were indeed much more appreciative of it. A nice yellow smear from its murky waters is printed on the bow of our white hull as if the waterway wants me to remember the gales we evaded thanks to it. I admit it's a wonderful alternative that enables sailors to dodge storms while still making way. So here I am making a similar, yet more flexible promise to myself.

Next time, I'll try harder to avoid it.

PFD Regulations in Canada

By Christine Ouellet
OPSS Education Officer and
Media Coordinator,
Stormont Yacht Club

PFD Conformity with Regulations

Personal Floatation Devices (PFD) and lifejackets are required to be stamped or labelled that they have been approved by the Canadian Coast Guard or Transport Canada in accordance with the Small Vessel Regulations. If a standard life jacket does not fall under the standards described in the Life Saving Equipment Regulations, it must meet the applicable standards of the Canadian General Standards Board, the Underwriters Laboratories of Canada, the Canadian Standards Association, or the Society of Automotive Engineers. PFDs intended for children are specifically required to meet the standards established in the Personal Flotation Devices for Children standard from the CGSB. Standards for ring-type lifebuoys are established in the SVR, Schedule III, sections 4 through 14.

Who must wear a PFD?

Pleasure crafts not longer than six meters must carry an appropriately sized PFD for each person on board, and a "buoyant heaving line" (throw bag) of at least 15 meters. If each person is wearing an appropriately sized PFD, then additional devices are not required on personal watercraft or paddleboats. Sailboarders must wear a PFD unless they are involved in an official competition

that includes a safety boat carrying PFDs for emergency use.

The Small Vessel Regulations require inherently buoyant lifejackets to be worn in personal watercraft, for whitewater paddling, and by individuals under the age of 16 or smaller than 36.3 kg (80 lb). Inflatable PFDs are permitted to be worn on open boats and when the individual is on the deck of a boat that is not open. Sailboarders may not use automatically inflatable PFDs. Exceptions to the lifejacket requirements state that infants under 9 kg (20 lb) and persons with a chest size greater than 140 cm (55 in) are not required to have lifejackets carried on board pleasure craft. Additionally, a non-resident of Canada may bring their own PFD that conforms to the applicable laws of their country. Exceptions are also made for rowing shells, racing canoes, and racing kayaks while they are in formal training or official competition, but only if an accompanying safety craft carried a PFD for each member of the crew.

Throw bags and lifebuoy

In addition to lifejackets for each person, pleasure craft between six and eight meters must carry a 15-meter buoyant line attached to a throw bag or ring-type lifebuoy; those up to 12 meters must carry both a throw bag and a lifebuoy. On boats up to 20 meters, the lifebuoy must be equipped with a light and buoyant line; boats over 20 meters require an additional lifebuoy.

"Quote, Unquote"

"All of us have in our veins the exact same percentage of salt in our blood that exists in the ocean, and therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea-whether it is to sail or to watch it-we are going back from whence we came."

John F. Kennedy
Remarks at the
America's Cup dinner
September 14, 1962



**STAY
SAFE**



Latest Life Member

Fish and sailors under pressure

By Christine Ouellet
OPSS Educational Officer

In the fishing world, it is widely accepted amongst anglers that barometric pressure changes have a major influence on fish and their feeding behaviour.

For boaters and sailors, an approaching low-pressure system reveals that a warm front is developing. It is often a sign of bad weather, an indication that sailing and cruising plans may have to be modified or that it is wise to seek cover.

How do fish adapt to pressure change?

George Povoremo is a contributing editor for the Salt Water Sportsman Magazine. He writes about "fishing by the barometer", which shed a bit of light on the question. In his article, he relates an interview with Spud Woodward, Chief of Marine Fisheries Management from 2002 to 2008 and Director of the Coastal Resources Division from 2009 through 2017, on fish behaviour who has some thoughts based on his decades of marine research and some 15 years of tournament fishing.

According to Woodward,

"a fish senses pressure changes through its air bladder, and well in advance of humans. Fish that have small air bladders, such as kings, Spanish mackerel, wahoo and dolphin, aren't as affected by barometric

changes as those with large bladders, such as trout, redbfish, tarpon, grouper and snapper,"

he says.

That's because fish with small bladders have a body density that's closer to that of the surrounding water. They don't sense the pressure changes as dramatically, so their comfort levels aren't drastically altered. However, many things they eat have air bladders, and that alone could have a big impact on where you might find them and how they'll behave.

Fish with large bladders quickly sense when the air pressure is dropping, because there's less pressure on their bladder. And when there's less pressure squeezing their bladders, the bladders expand a bit. When their bladders expand, fish become uncomfortable. They relieve their discomfort by moving lower in the water column or by absorbing extra gas in their bladders.

Because of the anatomical and physiological stresses exerted on them, they're not worried about eating. They are more concerned with trying to find a depth where they can stabilize their bladder pressure and feel good. Some species will settle to the bottom and ride out the change near structure. Fortunately for the fish - and fishermen - low pressure doesn't usually last long." (1)

Fish feeding strategy

At the 2020 Ottawa Boat Show last February, I met with Lawrence Gunther, Director of Blue Fish Canada to find out more about how the fish feeding pattern is

influenced by the changes in barometric pressure. He holds a Masters Degrees in Environmental Studies and competes professionally in fishing events with over 100 tournaments and more than 20 top-ten finishes to his name. He goes out fishing with his dog Maestro. He publishes an amazing Canada-wide monthly newsletter, Blue Fish Canada, and a weekly podcast called Bluefish Radio show where he discusses, amongst other things, environmental issues, conservation projects, etc.



Lawrence Gunther 27-inch Walleye caught on White Lake.

According to Gunter, as a low-pressure zone is approaching, fish will feel it coming and just before the storm hits, they go on an aggressive feeding frenzy. Once the storm hits, and the pressure bottoms out, they stop feeding. They shut down. It is the change in atmospheric pressure that triggers their aggressive behaviour. It takes fish three days of the same pressure to adjust to a new weather pattern system and equalize their swim bladders. They need time to adjust to the new pressure, establish a neutral buoyancy and get used to it.

To achieve buoyancy and adjust their swim bladder, fishes push gas

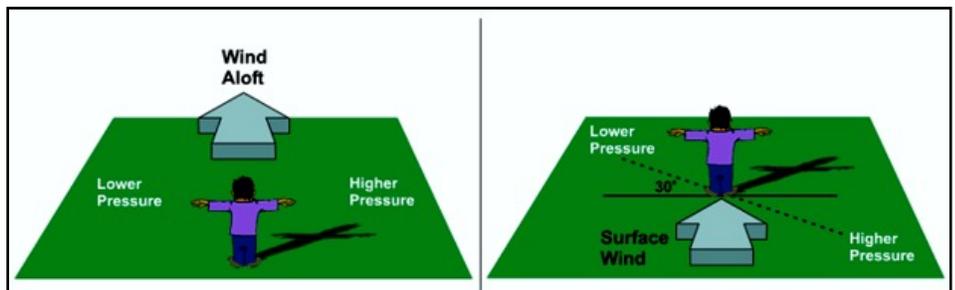
into their swim bladder, which allow them to be stable in the water and not sink. They are not rising to the surface, just like scuba divers, they are just neutral. They want to be in a neutral zone where their food is. So, if the food is at 50-ft down, they want to be buoyant at 50-ft. Once the low-pressure front is chased away by a high pressure one, they become hungry again. The cycle starts over again.

Elements such as oxygen levels, water temperature, water clarity, wind direction and atmospheric pressure all influence fish behaviour. For instance, since there is less oxygen in cold water, fish tend to prefer warmer waters and in our lakes, we find them more often on the north side of the lake than on the south side, because of the position of the sun, there is more shade and the water tends to be colder. Minnow also follow the same patterns and fish can travel across the lake many times during the day to follow the bait.

To learn more on Barometric Pressure and weather patterns, consult the CPS-ECP website or take the online Introduction to Weather Course and develop a good eye for weather.

“It takes a skilled mariner to master the Great Lakes and true masters know when the great lakes and the weather should not be challenged”.

Finding the direction of the low pressure centre



Buys Ballot's Law takes its name from Christophorus Henricus Diedericus Buys Ballot, a Dutch meteorologist. He was the first to provide, in 1857, an empirical application of the principles of

Buys Ballot's Law to establish the probability of the existence of a storm and the best course to steer to try to avoid the worst of it, with the best chance of survival. (Wikipedia)

It states: In the Northern Hemisphere, stand with your back to the wind, extend your left arm directly out from your side and slightly ahead of you: you will be pointing at the centre of the low pressure zone to the left of you. (Mnemonic: left = low). The low indicates moisture so wet weather.

(1) Fishing by the Barometer, George Poveromo, August 08, 2012.
https://www.great-lakes-sailing.com/barometric_pressure_readings.htm

First Annual Squadron Photo Contest

The Squadron is looking for publication in the Squadron Fall newsletter, the Rideau Ripples, and/or on the Squadron website.

Submission Requirements:

Submit one or more individual photos by 4 P.M. August 31, 2020 to: secretary@boatottawa.ca

Each submission must include:

Name of Squadron Member;
E-mail address;

Name of Photographer; *if different from above*
Date of Photo;
Location; and
Title of photo or description.

Rules:

1. Photo size: JPG or TIFF format, minimum 300 dpi/dots or pixels per inch.
2. Photo type: colour, black and white, sepia tone or duotone.
3. Photo should relate to boating activities with preference for those demonstrating Safer Boating.

4. Photographer must be a Squadron member or member of immediate family.

5. In making a submission the photographer and any participants in the photo all agree to (i) the terms and conditions of the contest; (ii) to the submission of the photo; (iii) to the inclusion of the photographer's name in the Ripples and, (iv) to publication of the picture in the Rideau Ripples and/or on the website.

6. Any identifiable people in the photo must have given their permission for the photo to be entered in this contest. If children

are included then we must receive confirmation from legal guardians that they have consented to the use of the photo.

7. The winning photographer will be notified prior to the publication of the Ripples and the membership will also be notified in the subsequent issue of the Ripples.

8. The photographer agrees that the Squadron may manipulate the photo as necessary to use it in the Ripples and/or on the website.

9. The decision on which picture to be used is solely at the discretion of the Squadron's Contest Committee.

10. The Squadron reserve the right to cancel the contest at its discretion and by participating you hold the Squadron harmless from any and all damages or claims.

11. The winning photographer will receive an OPSS cap, a polo shirt and a \$25.00, The Chandlery, gift certificate. The second place winner will get a OPSS polo shirt and the third winner will get an OPSS cap.

Knottedge

By Robert Dandurand, P

“There is no better measure of a sailor’s worth than his/her skill in marlinespike seamanship. You will need much practice to gain proficiency in these skills, but you will be more than amply rewarded for the effort.”

Unknown

Sheet Stopper Knot

Stopper knots are tied at the end of a rope. They can be used to stop a rope pulling through a hole, a pulley-block, a fairlead or other opening. All knots can be made to “spill” (untying itself) from shaking, shivering, or shocking. Certain knots tend to behave better than others. Sailing on schooners in Maine, I often saw the crew choosing to do this reliable, moderately larger, stopper knot rather than the classic figure 8.

Make sheet retrieval easier when you tie a second stopper knot a foot or two up from the first one. That way, if the sheet gets away from you and jams against the block, you'll have some tail to grab and pull back into the cockpit.

Grab some line and practice until you can tie this stopper knot without looking. It's fast, it's fun and it's easy!

References:

Animated knots by Grog

<http://www.animatedknots.com/indexboating.php?LogoImage=LogoGrog.jpg&Website=www.animatedknots.com>

Netknots.com

http://www.netknots.com/html/boating_knots.html

Pocket guide to Knots and Splices by Des Pawson, 2001

The Theory and Practice of Seamanship by G.L. Danton, 1972

The Ultimate Encyclopedia of Knots and Ropework by Geoffrey Budwoth, 2000



1. Hold your non-dominant hand as shown. Form a round turn.



2. Grab the bitter end of the line. Pass it over and under the turns.



3. Tuck the bitter end beneath the turns as shown.





4. Grasp the bitter end and standing part. Pull outward.



5. Remove all slack to make the knot compact and secure.

Do you feel guilty?

By Robert Dandurand, P

Who has not heard the old adage, “the two happiest days in a boat owner’s life are the day he buys it and the day he sells it.” It implies that by selling your boat you save all the expenses that go with ownership: insurance fees, slip fees, maintenance costs, winter storage fees, and upgrading costs, and all the time you put in commissioning your boat for another season. If your motivation for selling is financial, then perhaps the day you sell your boat would indeed be a happy one. But could you be selling because you feel guilty?

When we are looking to buy a boat, many of us justify the expense by some magic thinking: we’ll be spending every free moment aboard and it would be much less expensive than a golf club membership or renting a cottage at the lake or a cabin in the mountain for the summer. Owning a boat would actually be a bargain, over the years.

Our intentions are honourable: we would occupy our every leisure moment on the boat, but intentions don’t always become realities. “Life” has a way of interfering: the garden needs tending, the kids’ soccer practice and games, visitors dropping in for the weekend, family gatherings for holidays and long weekends, etc. tend to interrupt get-away plans. It’s not that we don’t want or care to go. It’s just that life presents so many demands on our “free” time.

That’s when the guilt sets in. We think we are not using the boat as much as we should, it’s just sitting there, weekend after weekend. At that point, our boat becomes a source of anxiety rather than the source of joy it once was. We start thinking that our reduced usage doesn’t justify the cost unless we either consider selling the boat or we promise ourselves to use it more often, regardless of the any demands on our free time. What is actually occurring is our trying to rid ourselves of that guilty feeling whenever we spend a weekend ashore.

Why the pressure? Who says, besides ourselves to ourselves, how many times a season we should be using our boats? There is no law, no officials specifying we have to be aboard every weekend. These are self-imposed standards, and as our lives change, so should our expectations.

The question comes down to quality versus quantity. Is sailing your boat still fun? Then it doesn’t matter whether you’re sailing every single or every other weekend. In fact, forcing yourself to go down to your boat every weekend out of guilt and obligation might enjoy her more if you did skip a weekend once in a while.

There is no way your boat is your sole source of recreation. I would venture that most people have other interests and boat ownership shouldn’t keep us from enjoying those too. Cutting ourselves off can only bring resentment and resentment often leads to “the saddest day in a boat owner’s life.” Stop feeling guilty. Enjoy your boat as frequently—or infrequently—as you choose.

From the Desk of the District Membership Officer

As many of you know now, our Rideau District is comprised of only three Squadrons: Brockville, Kingston, and Ottawa. Our District had six (6) Squadrons: Brockville, Cornwall, Kingston, Oiseau Rock, Ottawa, and Rideau Lakes with approximately 1,000 members strong in 2012.

Well the demise of our District began in 2012 when the members of Rideau Lakes Squadron surrendered their warrant! Most of their members joined Britannia changing its name to Britannia-Rideau. Again in 2016, the Oiseau Rock was next to surrender and most of their members joined Britannia-Rideau. In early 2017, Britannia-Rideau Power and Sail Squadron surprisingly wished to merge unconditionally with the Ottawa Power and Sail Squadron. In January 2019, l'Escadrille de l'Outaouais in Amiral District requested to join Ottawa the closer Squadron to their area. Later in 2019, Cornwall Squadron joined the Brockville Squadron.

Sorry for the short trip down memory lane but it certainly shows that without members to volunteer for essential positions on any Squadron Executive Committee, no Squadron can survive! The Web Based Administration System (WBAS) was retired and our New IT System was unveiled on November 28, 2019. At that time, the Ottawa Squadron and other Squadrons were doing relatively well as far as membership retention was concerned because all outstanding members were removed after 30 days after their expiry date! Our membership numbers were at 758 members!

As I write this article, Rideau District has 767 members (Brockville 153 – Kingston 177 & Ottawa 436). We have our issues with the New IT System, but many volunteers are working to solve these issues. Did you get your e-mail membership renewal message? Did you get a paper renewal in the mail? The likely answer is NO and if you did receive it, it was late in April. Despite those issues, 336 Members (Regular, Regular Family, Regular Lady and Regular Life) have renewed now. The New IT System indicates that we have 347 outstanding members dating back to September 2019.

I know that many of you know that you must reclaim your profile before you can renew your membership. Wonderful, but some of you encountered issues with the reclaim profile portion and simply gave up in frustration. I fully understand the feeling. Your Ottawa Squadron Membership Officer, Joan Feltham (membership@cps-ottawa.com), and I have fielded many questions and frustrations from several members since the unveiling of the New IT System. We have been successful in assisting most members, but we still have a few unresolved issues.

As I report the numbers for this article, I realized that more than half of our membership needs to renew. Wow that is a scary thought! How do we correct that? For those of you who have renewed THANK YOU. For the rest of you, I feel that the Organization has failed you as members, but I am here to help you change that!

RENEW IDEA ONE – Membership Regular Member \$52.00 / Family Member \$26.00 – Send a cheque to the National Office – Canadian Power and Sail Squadrons, 26 Golden Gate Court Toronto, ON M1P 3A5. Please include your Name, Address and your Membership Number. If you cannot find your membership Number, send me an e-mail (gladoun648@rogers.com) and I will send it back to you.

RENEW IDEA TWO – Membership Regular Member \$52.00 / Family Member \$26.00. You are adventurous and would like to do it electronically but need a little help. I am here for you, please send me an e-mail message (gladoun648@rogers.com) with a date and time and I will call you back. Together we will be able to reclaim your profile and renew your membership in less than 15 minutes.

Yes, you can call the National Office at 1-888-CPS-BOAT (277-2628) but remember that the National Office Staff is working from home during this Covid 19 pandemic. Voice Mail boxes get filled very quickly!

I hope that you reach out and get your membership renewed. You all have been members of a great organization dedicated to boating safety for many years and we look forward to many more years of your support to assist us in continuing our mandate.

Please Make my Day and Renew Now!

Guy A. Ladouceur, P/D/C

Rideau District Membership Officer

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