

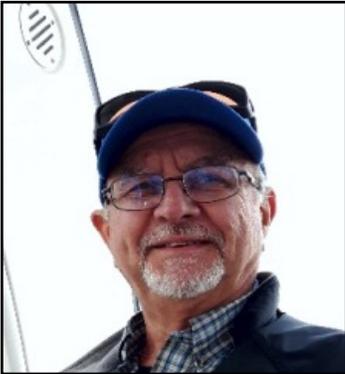


Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



I hope that everyone had a wonderful summer, Covid-19 notwithstanding. There were days in this household where we decided that "let's stay home and enjoy the comfort of an air conditioned house". Other days were "let's go for a

cruise and a swim". It's summer, nobody's complaining.

By the time you read this we'll be well into September. Time to think about the fall chores and make plans for the winter doldrums. Think about taking a course or seminar.

If you have recently purchased a new boat, upgraded to a larger boat or are just paddling around on a paddleboard, we have a course or seminar for you. We have many to choose from and our instructors and tutors are ready to assist you in becoming more boat smart. Check out the New Squadron Web pages on <http://cps-ecp.ca/contact>. Look for, squadron and district locations, Ottawa. Take a look around. In future, in addition to the National course listings, this area is where we will be posting our schedule of courses, events, etc.

Interested in becoming an instructor, tutor or have a special skill that you wish to share? See Robert Dandurand's article listed below, "Instructors Wanted!"

I hate to repeat myself, but the Squadron needs to keep building in order to remain a viable concern. We are still in need of volunteers to serve on the Squadron Executive Committee. Interested? Contact me at commander@boatottawa.ca

Finally, when going out, practice physical distancing, wear a mask where necessary, wash hands frequently, and above all, think positive, stay safe.

*Axel Obenauf, SN
Commander*

Instructors Wanted!

The Ottawa Power and Sail Squadron would like to expand the number of courses and seminars that it is currently offering, especially advanced courses as well as its online selection. Therefore, it is looking for instructors and proctors who possess various skills and qualifications from the CPS-ECP Program, who are willing to share their boating experiences with others. If you are a member of the Ottawa Power and Sail Squadron and are qualified (i.e. successfully completed) to teach any of the courses listed below, we would like to hear from you.

Our courses are usually taught in a classroom environment at Saint Patrick High School (2525 Alta Vista Drive) on Wednesday evenings from 1900 to 2100 over a period of weeks. The squadron will supply you with an instructor package for the course and you may choose to teach during the Fall and/or Winter terms. We also offer online courses and would welcome you to deliver course content and guidance to students.

The squadron is currently looking for qualified instructors to teach the following courses:

- Boating 1 – Boating Basics
- Boating 2 – Beyond Boating Basics
- Boating 3 – Introduction to Marine Navigation
- Boating 4 – Near Shore Marine Navigation Level 1
- Boating 5 – Near Shore Marine Navigation Level 2
- Boating 6 – Off Shore Marine Navigation Level 1
- Boating 7 – Off Shore Marine Navigation Level 2

- Introduction to Weather for Recreational Boaters
- Sailing
- Electronic Marine Navigation
- Marine Electrical Systems
- Extended Cruising

And numerous 1-3 hour seminars:

- AIS for Recreational Boaters
- Celestial Navigation in a Nutshell

(Continued on page 10)

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>
A/Membership	Terry Hamilton, JN
Secretary	Robert Dandurand, P
Communications Officer	William M. Hall, P
Public Relations	Donald Partridge, AP
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
6901 Bilberry Drive,
Ottawa ON K1C 2E8

Cdr Axel Obenauf
(613) 825-2882

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!

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



Scuttlebutt

By Robert Dandurand, P

It was in 1348, in the midst of the Black Death that claimed nearly 25 million victims in Europe, that Venice established the first institutionalized system of quarantine, i.e. a ban on landings for 40 days (“Quarantaine” in French, from the Italian “Quaranta”, forty). As for the yellow flag, [yellow or black and yellow means infectious illness - cholera, yellow fever and the like] it seems that it was in England that it was designated to mark a quarantine. Flags have been known to be used since the Middle Ages to indicate ships in quarantine, but the first documented evidence of this dates back to the early 18th century, including Danish documents from the Great Plague of 1710, which indicate that ships carrying cases of plague were required to fly a white flag. The British, for their part, imposed the use of the yellow flag (the “yellow jack”) as early as 1789.

Source:

<https://sailproof.shop/2020/03/16/the-quarantine-flag/>

◇◇◇

The phenomenon known as St. Elmo’s fire is an electrical discharge that takes place around the mastheads and yardarms of a ship under certain atmospheric

conditions. According to Italian legend, the 14th century bishop, martyr, and patron saint of Mediterranean sailors, St. Elmo, was rescued from drowning by a sailor. As a token of his gratitude, St. Elmo promised to send a light to warn those at sea of approaching storms. [...] For the most part, St. Elmo’s fire was considered a favourable omen.

Source: When a loose cannon flogs a dead horse there's the devil to pay - Seafaring words in everyday speech by Olivia A. Isil, 1996, page 115.

◇◇◇

In 1912, the third international buoyage conference was held in Russia. By then the shape and colour of channel and middle ground buoyage had been agreed upon, along with fairway and landfall beacons. The design and location of buoyage to mark isolated dangers, moorings, wrecks and telegraph cables was also settled.

Source: Shipwreck - A History of Disasters at Sea by Sam Willis, 2008, p. 125.

◇◇◇

Ever wondered how to dispose of a boat? Maybe some charity would like to have it, depending on its condition. Maybe the nearest landfill would accept it. Or you could turn to Ontario Boat Wreckers (705- 333-5533) in Sunderland, Ontario, “a full service marine recycler”.

Source: Good Old Boat Magazine, Jan/Feb 2020, p. 51.

◇◇◇

“In an article in the January 1956 issue of The Legionary, the Librarian at the Whitehall explains the origin of the familiar 21-gun salute. It appears that the scale of salutes for various naval ranks was laid down in 1688. “For a Captain, 11 guns; for a Captain having other ships under Command, 13 guns; for a Rear-Admiral, 15 guns; for a Vice-Admiral, 17 guns; for a n Admiral, 19 guns.” Royalty, at that time was not mentioned. [...] For years popular opinion regarding the 21-gun salute was that it could not be otherwise – the old ships only carried 21 guns.”

Source: Flags and Formalities by Irene Craig, 1958, pages 59-60.

◇◇◇

Is the demise of GPS at hand? Despite initial opposition from the Coast Guard, the Pentagon, the Departments of Homeland Security, Transportation, Commerce and Interior, plus NASA and the FAA, the Federal Communications Commission has given a private equity firm permission to run a 5G wireless network that could harm the reliability of GPS signals.

In its ruling, the FCC gave Ligado permission to build and run a land-based 5G wireless network on a spectrum that is near the lower frequency bands used by hundreds of millions of GPS units around the world. All the organizations opposed to the ruling believe that interference with GPS signals will increase as a result.

Any degradation or interference with a GPS signal would pose a

significant and immediate threat to recreational boating.

Source:

<https://cruisingodyssey.com/2020/06/30/new-fcc-decision-could-hurt-accuracy-of-gps/>

◇◇

In 1913, Josephus Daniels was appointed U.S. Secretary of the Navy. He accomplished some good things, such as allowing women into the Navy. But he's also the guy who did away with alcohol aboard Navy ships, and thereafter a cup of coffee was about the strongest thing a sailor could drink aboard. Thus, that cup of coffee became known as a cup of Joe.

Source:

<https://goodoldboat.com/news-from-the-helm-july-2020/>

◇◇

Fiddler's Green tells of a sailor's heaven, or as the song goes, "where all sailors go if they don't go to hell." Fiddler's Green is based on an old Irish legend "that a sailor can find the paradisaical village by walking inland with an oar over his shoulder until he finds a place where people ask him what he's carrying."

◇◇

Onto Fiddler's Green: Marvin Creamer who died at the age of 104 last Aug. 12, was a history-making mariner: the first recorded

person to sail round the world without navigational instruments. His 30,000-mile odyssey, in a 36-foot cutter, the Globe Star, with a small crew, made headlines worldwide on its completion in 1984, guided by nothing more than wind, waves, the sun by day, and the moon and stars by night. He could divine his location from the color and temperature of the water, the presence of particular birds and insects.

◇◇

Greet every day with optimism. Make others smile and laugh. "And in the end, the love you take is equal to the love you make."

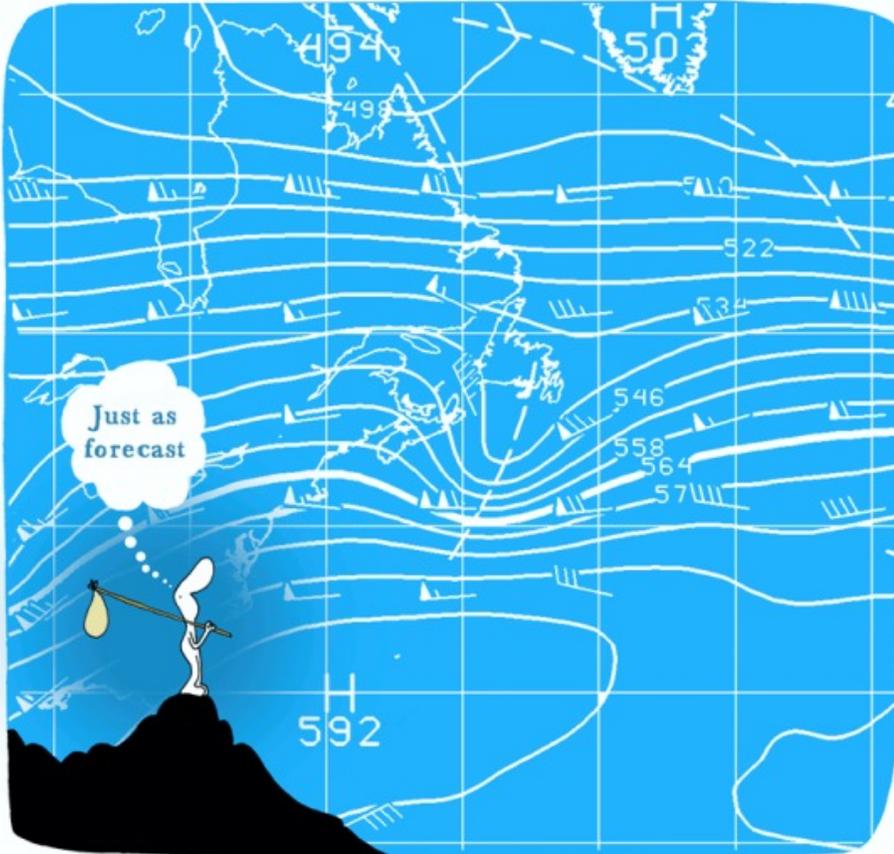
The End, Abbey Road, Lennon/McCartney, 1969



© Splash News Matt Agudo / SplashNews.com

Beatles singer Paul McCartney, who is still fab at 78 years, sailing a Sunfish.

HAROLD'S PLANET by Swerling & Lazar

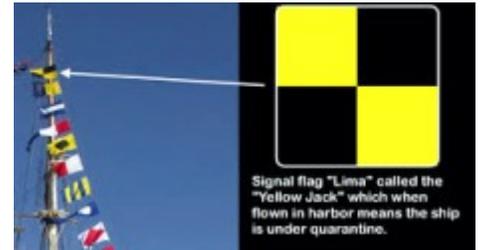


www.facebook.com/itsharoldsplanet HP5014 haroldsplanet.com © 2013

“Quote, Unquote”

“If a [person] must be obsessed by something, I suppose a boat is as good as anything, perhaps a bit better than most”

*E.B. White
(an American writer)*



Signal flag “Lima” called the “Yellow Jack” which when flown in harbor means the ship is under quarantine.

**STAY
SAFE**

The Bookshelf

*By David Root,
Member Ottawa Power
and Sail Squadron &
Financial Officer
Kingston Power and Sail
Squadron*

**Sea Trial –
Sailing After My Father**

*By Brian Harvey, author,
writer, marine biologist and
member of CPS-ECP*

*2019 ECW Press, Ottawa
Library 921 HARVE*

The Bluewater Cruising Association describes a sail around Vancouver Island as a good test if you want to go offshore. Brian and

his wife, after four years of cruising and having both taken most Power and Sail Squadron Courses, thought they were ready to meet the test in a two month cruise in their 34-foot sailboat.

And in packing for the cruise, Brian wanted to tackle why a 30-year-old malpractice suit against his father, a neurosurgeon, had been an albatross around his father’s neck until his death, when he wasn’t even the primary Doctor of record. So he packed aboard the court transcripts and associated documents.

The court case was taken out many years after several operations on a baby - did they irreparably harm

the child? Who knew, who remembered what and does it matter that in the end a reputation was in tatters? You will have to sail amongst the rocks of Vancouver Isle to find out!

Without the court case, this book is a page turner with many storms on the nose while in fog negotiating intractable currents to arrive in communities big and small. Be it Port Hardy or Friendly Cove in the Kyuquot Sound, Brian and his wife Hatsumi and their dog Charley fill the pages with interesting stories about the people they met and the many anchorages that Hatsumi negotiated. And let’s not list all the engine breakdowns at critical points in the trip.

The sailing dream is born

By Shaun Clare

It all started in 2011 – my wife, Anne and I had been keen cruise ship customers for many years, and with many cruises under our belts, we felt like veterans. We knew the cruise lines and fleets well, and felt we were well versed in the “cruising lifestyle”. Simply being on the water was something we couldn’t get enough of. Our home in Manotick is on the water and over the years we spent many days and nights aboard my parents River Queen houseboat, which they would live on for the entire Ontario boating season, plying the waters of the Rideau and Ottawa rivers, St. Lawrence Seaway, the Trent Severn waterway, Lake Champlain and even crossing Lake Ontario to cruise the canals of New York. We eventually bought our own cuddy cabin power boat and have toured most of the Rideau Canal over the years. You could certainly say that boating is in our blood.

On cruise ships, while we loved going from one port to another and experiencing all the different cultures and exotic locations, we did recognize that we were always on a schedule, so port visits were typically brief and rushed. Any organized tours were also with large groups of people – we would try as often as we could to do self-guided tours on our own or with another couple or two that we would meet on the ship. Cruising was something we just assumed we would be doing even more of after we retired.

All that changed one sunny afternoon in the Charlotte Amalie harbour in St. Thomas, USVI, as we sat on our stateroom balcony and admired the gorgeous panorama that surrounded us. We looked down at all the “little” sailboats that surrounded us, and wondered how they got there, where they came from, and who their owners were.

The idea of being able to be on your own yacht and sail anywhere in the world, at your own pace, struck us then and there. Our sailing dream was born – when we retired, we would buy a sailboat and cruise the world!

As soon as we got home, we started researching everything we could about sailing – the different kinds of sail boats, their characteristics, pros and cons of each, ability to handle ocean passages, etc. We couldn’t believe how much there was to learn, but were also impressed with the amount of information readily available on the internet. We found YouTube channels created by couples that were already “out there” and documenting their journeys. There were all kinds of sailing blogs that covered everything from sail handling to propulsion systems to docking in difficult weather conditions. It became apparent to us that a cruising catamaran would probably be the best fit for us – they sail flat (they don’t heel or “lean” like monohulls do), they perform very well in almost all weather conditions, and they have a ton of room aboard because they are so wide – a 40-foot catamaran has a beam of between 20 and 22 feet – living quarters, the galley space,

and storage space for provisions is phenomenal.

We soon realized that the first step in our own journey would be to take sailing lessons. I had done some sailing as a child and learned some of the basics of sail handling back then, but that was a long time ago and in a tiny 12-foot collapsible Klepper sailboat, so I wasn’t sure how much of that experience would help piloting an ocean-going sailing yacht. As it turns out, many of the fundamentals are the same, so that was a bonus. Anne had never sailed before, so from a sailing standpoint she was starting from scratch but eager to learn. We had both taken numerous Canadian Power and Sail Squadrons classes in support of our power boat cruising, including the Boating, Piloting and Marine Radio (VHF) with DSC courses – these all provided an excellent foundation for our next phase of learning.

After more research, we found a small sailing school based in, of all places, St. Thomas, USVI! Fair Winds Sailing offered a week-long live aboard sailing course that was comprised of four American Sailing Association-sanctioned certifications: ASA 101 - Basic Keelboat Sailing, ASA 103, Bareboat Coastal Cruising, ASA 104 – Bareboat Cruising, and ASA 114 – Cruising Catamaran. Each module was taught by our ASA-accredited trainer Captain Gary – an amazingly personable and skilled sailor – and for the entire week he demonstrated the fundamentals about the art and science of sailing. Each day he would show us how to tack and gybe, how to position the jib and mainsail for every wind direction,

and even how to sail to retrieve a man overboard. At the same time he would constantly question us about the various systems and hundreds of components that make up a sailing catamaran - how the standing and running rigging worked, how to safely navigate between islands using the aids to navigation, how to anchor and dock the boat safely – there was so much material to learn but this was the ultimate way to do it! We had to perform the various maneuvers we had learned to his satisfaction, and then write a 100 question exam for each module. By the end of the week we had answered 400 test questions – an intense experience but one that was absolutely rewarding. Since we were already in paradise, we were able to unwind each night

anchored in one stunningly beautiful harbour after another.

There is really no substitute for hands-on experience, and the ASA courses gave us plenty of that. By the end of the week, having passed all four ASA modules, Anne and I were officially qualified to charter a sailing catamaran up to 50-feet in length anywhere in the world.

Our next step was to start chartering sailing catamarans and build up our sailing hours. This would also give us a chance to experience the various brands and sizes of catamarans to give us an idea of what we would look for when the day finally came where we would buy our own boat. Despite our newly acquired ASA certifications, we didn't feel we

were quite ready to just get on a sailing catamaran and go somewhere on our own – we wanted more experience and for our first charter, felt that having a qualified skipper on board with us would be a good idea. They could watch how we handled the boat and coach us when needed to make sure we were doing everything correctly and safely. We liked the idea of taking “baby” steps as we continued to build our confidence and experience.

The search for our first chartered catamaran adventure was underway, and as it turned out, we didn't have to look very far!

Next instalment: Chartering Catamarans around the world for fun and experience.

The Sailing Dream - Recipes Afloat

By Anne Vaillancourt

When my husband Shaun and I embarked on our adventures on the water, it was apparent to both of us that, along with just being out there, it was important for us to continue to enjoy some luxuries from land life - a main one being able to enjoy amazing meals at anchor. Our first boat, a 19-foot Regal cuddy cabin, had only a BBQ. There was no fridge, no stove, and certainly no oven. There also was no sink and no room to prep food, so with that boat all meals were prepared on shore and brought aboard. When we purchased our second boat, a 28-foot Doral, it had a little stove, a fridge, some counter space and a BBQ. I could finally make some great food on board! This first post of mine in the series highlights one of our first appetizers on board that little boat.

Escargots à la Bourguignonne

INGREDIENTS

- 4 cloves of garlic
- 1/2 lb butter
- Chopped shallots to taste
- 1 tpsp chopped parsley
- 1 tbsps chervil
- Fresh lemon juice
- Salt and pepper to taste
- Escargots (I used canned on the boat)

DIRECTIONS

Combine all ingredients in a bowl (except escargots) to make garlic butter.

Place escargots dishes in small baking sheets that fit in your BBQ. Fill with escargots and spoon butter over the tops - more is better!

BBQ over medium heat with the cover closed until hot and bubbly. Serve with fresh baguette for dipping. Enjoy!



First time sailing up the river

By Christine Ouellet
Educational Officer

Kate had been sailing for a while on smaller boats while Ann Marie was relatively new to the sailing world when they decided to buy Amorice, a larger C&C 26.

Gradually, they familiarized themselves with the boat's capabilities, learning to control the craft in various weather conditions. On an August Saturday, along with several boats from Stormont Yacht Club, they embarked on a week-long voyage up the St-Lawrence River, sailing and motoring from Long Sault to Kingston and back.



Many new challenges put their patience to the test. Within one week, they went from an intermediate to advanced sailing level. They had to face high waves on Lake Ontario, near gale-force winds, strong currents, heavy maritime traffic, and encounters with the big lakers, ferries and fishermen.

They learned to navigate between the buoys that separate the navigable areas from the shoals and shallow waters, anchor in strong currents and not lose their cool when docking at a new marina for unexpected maintenance.

Kate tells her story of anchoring in small bays and seizing every opportunity to explore some of the islands.

“Being in the Thousand Islands was beautiful. We felt lucky to be on a boat with so many other like-minded sailors, ready to share their expertise. In three days, we sailed up to Kingston, and spent the night at the Confederation Basin Marina. About twenty-five of us joined together and had a great supper at the Kingston Brewing Company. It was great to see everyone.”

“The next day, we headed out of Kingston and made it as far as Amherst Island, sailed through the thousand Laser sailboats participating in the CORK trials, turned around and headed back down to Brakey Bay on Wolfe Island where we spent the night. The following morning, we tagged along with the other boats and headed for Clayton, New York, adding that experience to our repertoire. A few hours later, we returned to our shelter of Brakey Bay. Just before our arrival, we came nose to nose with our buddies who had made the heroic trek out to Main Duck Island. Incredibly, the crew of the Sealestial, after sailing for eleven hours, was able to put on a spread like we had never seen on a boat before and we spent a wonderful evening together, sharing ideas, experiences, and planning the next day.”

To cover all that distance in eight days was quite an achievement and, by Friday, the expedition was coming to an end.

“Early morning, we pulled up anchor and headed out to try to make it as far east as possible in one day. After navigating the elbow west of Ivy Lea Bridge, and sharing the water with ferry boats and motorboats, I heard a little motor come by as we pulled into Central Grenadier Island. It was a member

of our club, who was heading up river as we were heading down.

“Saturday, a week later from our departure, we pulled out quietly at 6:30 in the morning, and had a beautiful two-hour sail down to Prescott. We felt blessed that we were the only ones on the river at that time. It was the highlight of our trip. We met up with Sweet Escape and Whisper and headed to the Iroquois Locks. We motored all the way back home. Arriving at our familiar SYC Bay, it felt very small now, but what a great feeling.”

A lesson they learned during this trip is that paying close attention to their equipment is very important. It prevented an incident from happening. The worn out bolt that connects the anchor to the chain was about to break. If they hadn't noticed it, they could have lost the anchor in the middle of the night, and the boat would have drifted away with the current.

Since then, Kate and Ann Marie have not been quite the same. The previous week had given them a unique opportunity to grow, learn about navigation and gain greater confidence in themselves. Everywhere they stopped along the way they received a warm welcome and made ties with the sailing community.

A navigation tool: the traverse board

By Robert Dandurand, P

I was watching a documentary about a group of individuals (5 men and 5 women) aboard a modern tall ship who were attempting to reproduce the living conditions aboard a sailing ship bringing settlers from France to New France in the 1600s. They wore period clothing, lived in cramped quarters below deck, did daily chores including preparing food and navigation. I glimpsed for a few seconds a board one of them was holding while the camera moved to another reading from a log, saying: “Inscris quatre noeuds et demi sur le renard” (literally: “Mark four and a half knots on the fox”).

It took a little research to find out “le renard” was a Traverse Board. I had never heard of such a device. A little more research (Goodling...) revealed that the traverse board is a memory aid formerly used in dead reckoning navigation to easily record the speeds and directions sailed during a watch. Even crew members who could not read or write could use the traverse board: a wooden board with a compass rose drawn on it linked by pegs and cords to a series of peg holes beneath it. It allowed a helmsman to keep a rough check of the time sailed on each bearing of the wind.

It is divided into two parts: upper and lower. The top part is for recording direction sailed. It has a representation of the compass rose with its 32 compass points, just as on the face of the ship's compass. Eight concentric rings are inscribed on the compass rose. Each ring has one peg hole at each point of the compass. Eight pegs

are attached to the centre of the compass rose with strings.

The bottom part is for recording speed. It has four rows of holes. Each column represents a certain speed, measured in knots. Three more columns to the right give fractional knots: 1/4, 1/2, and 3/4. Eight pegs are attached to this part of the board.

Each half-hour during the watch, a crew member inserted a peg in the top part of the board to represent the heading sailed during that half-hour, as shown on the ship's compass. The innermost ring of peg-holes is used for the first half-hour, and each succeeding measurement was made in the next ring out, until all eight rings were used. Each hour during the watch, a crew member inserted a peg in the bottom portion of the board to represent the speed sailed during the hour. The speed would have been measured using a knot log.

If the speed for the first hour of the watch was 10 1/2 knots, the crew member would count over 10 holes in the first row and place one peg, then place another peg in the column marked "1/2". In the second hour of the watch, the crew member would use the second row of pegs, and so on until all four rows were used.

At the end of the day the master or captain of the ship would use this information to write up his log, which was a detailed record of the voyage. The navigator would use the same information to chart the progress of the voyage on his charts, cleared the pegs from the board, and used the information to figure the vessel's dead reckoning track. Meanwhile, the helm of the new watch would begin recording the new sailing headings and speeds on the traverse board.

Traverse Boards provided a simple and relatively fool-proof method of recording information which could be used even the foulest weather. It is interesting to note that the use of the traverse board was adopted by the navigators from northern Europe and England and was used as late as the beginning of the twentieth century.

Source:

https://en.wikipedia.org/wiki/Traverse_board

Source:

<http://www.rootsweb.ancestry.com/~mosmd/travbrd.htm>

(Continued from page 1)

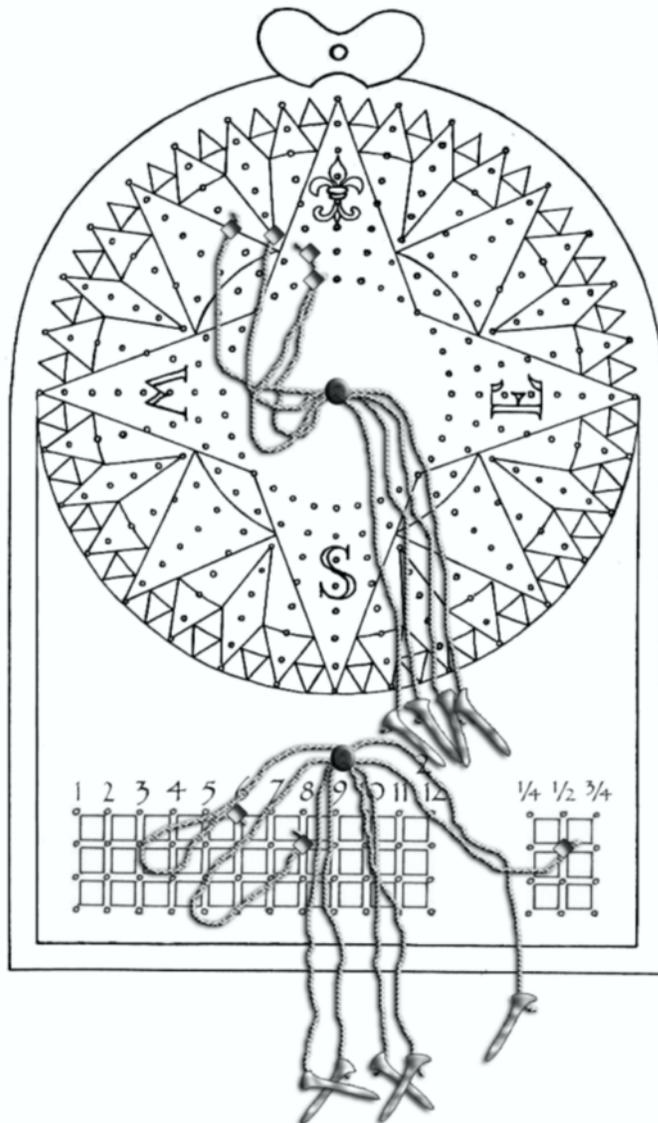
- Chart Reading For Beginners
- Introduction to Collision Regulations
- Paddling and Board Smart
- Protecting Our Waterways' Environment
- Tides and Currents
- Tropical Weather for The Winter Boater
- Weather For Boaters

If you are interested in teaching any of these courses, please contact the Squadron Training Officer, Christine Ouellet, for more information: chris.ouellet@hotmail.com

Can you identify this statue and where it is along the St. Lawrence?

If you have the answer, please forward it to the Secretary, Robert Dandurand, at 360tanzer@gmail.com

The Traverse Board



Fairytale

Price:	\$125,000.00 Cdn
Hull #:	25 (CYQ03825J990)
Year:	1990
Location:	Little Current, ON
Dimensions:	Length 38', Beam 12.8', Draft 5'3, LWL 32', Displacement 18500 lbs
Color:	Off white with navy blue boot stripe at waterline
Engine:	Motor 44 HP Yanmar 4JHBE (Serial #04303)
Tankage:	Fuel 46 gal, Water 156 gal, Holding 110 gal

Overview:

- Canadian registered ship #832313.
- Fresh water boat for the past 12 1/2 years (Great Lakes).
- Originally in salt water and then 10 years in brackish water. All winters on the hard.
- Sleeps 7 (2 pullman berth, 2 quarter berth, 3 main salon).
- Storage under pullman berth w/ 3 drawers & 2 lower cupboards.
- Cedar lined hanging locker in each state room (2).
- Mirror, vanity with seat in the main state room.
- Headroom 6'5"
- Teak & holly sole with carpet runners.
- Twin leafed dining table - folds up for additional salon space, & sleeping, storage shelves behind table for glasses, bottles, etc.
- Hide away trash bin (under last step of companion way).
- Some LED lights inside.
- Good survey 2017.

Video Walkthrough: <https://www.youtube.com/watch?v=XpgCzLJuuV4&t=8s>

For further information contact: Ted Moorhouse via email at fairytale1@bell.net

Local Supporters



MARINE SUPPLIES
One of Canada's Largest Selection of Marine Supplies Since 1982
Free Shipping on most orders over \$99 before tax!

THE CHANDLERY

www.thechandleryonline.com

367 Poulin Ave, Ottawa ON K2B 5V2

613-820-7642

THE SAM GROUP

Uniforms, Sportswear, Safety, Promotional Items

THE SAM GROUP

www.thesamgroup.ca

111 Colonnade Rd, Nepean ON K2E 7M3

613-727-0446