



Commander's Message



As I write this, most or all boats have been put away and the preparations for winter continue. This year, we saw a huge increase in the recreational boating market. All due to Covid-19. Dealers were reporting record sales, with most

sold out before August/September. This brought an influx of new boaters to our waterways. Some with marginal or no skills in handling a boat safely. I refer mainly to power boats, as this is where I observed these limited skills. The same could be said about canoes, kayaks and paddleboards.

This is the perfect time for CPS-ECP, Rideau District and Ottawa Squadron to capitalize on encouraging these new boaters to take courses, become members and, above all, practice safe boating. As members please encourage a new boater to take a course or seminar this winter. It will benefit all of us. All course offerings for the winter/spring are listed in <https://www.cps-ecp.ca>.

One of the key issues brought out at the National AGM is the failure to communicate at all levels. We try very hard at the Squadron to communicate with our members, thru our e-blasts, Ripples, and more recently, thru social media. We would like to hear from you, our members, with your issues, articles to share, courses you would like us to present, etc. Let us know what you think.

In closing, my wife Lynda and I would like to take this opportunity to wish you well, stay safe and have a very Merry Christmas, Happy Holidays and Happy New Year!

*Axel Obenauf, SN
Commander*



Lloyd Chaput, a winner

By Christine Ouellet

On his Tanzer 22 named Chappy, 85-year-old Lloyd Chaput and his crew claimed another victory in the fall of 2019, adding to a long list of accomplishments. In 1998, he was inducted to the Hall of Fame in the Sailing and Yachting category but Lloyd did not stop there: he continued an outstanding pursuit of victories and sailing championships.

Lloyd is a member of the Canadian Power and Sail Squadron, Cornwall since 1977 and was Commander of the squadron for over ten years, until 2019, when the Squadron went through a restructuring period.

Lloyd Chaput was born in Mattawa in 1939. He graduated from Ryerson Institute of Technology and attended University of Ottawa as well.

In 1961, he married Elizabeth (Betty), third of a nine children family who grew up in Cornwall. The Chaputs have three children: Jo Ann, John and Jody. They now have five grandchildren, future sailors as well.

The Chaput family joined the Stormont Yacht Club (SYC) in 1970 and have since been active members who promote youth sailing and racing. Betty, along with Nick Cox, was involved in the Junior Sailing Racing Program and she is still on the Race Committee. She also won the SYC Seagull Award in 2000, presented to the member who has contributed significantly through long term service and commitment.

Over the years, Lloyd was elected Commodore, Vice-Commodore, Fleet Captain, Director and President of the Board of Directors of SYC. He was involved in the digging of the McCoy and the Mac Bay, and the construction and installation of part of the infrastructure of the Club House, with all the services that made it the beautiful club house that we have today. These major accomplishments by SYC Pioneers are sometimes overlooked and taken for granted by the new generation. *(Continued on page 15)*

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
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Regalia/Mailing Officer	Marjorie Ladouceur
Rideau Ripples Editor	Robert Dandurand, P
RVCC Coordinator	Peter Hansen
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Webmaster	Robin Craig, CN
Squadron Financial Review	Michael Crawford

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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 safe winter - Fly Your CPS-ECP Flag Proudly and Promote Our Organization by Networking with your Dock Mates and anyone on the water/ice!

“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

The word “lazarette” is French. Not surprisingly, it derives from the Biblical name, Lazarus. According to a Biblical story, St. Lazarus was raised from the dead — from out of the tomb — by Jesus. Another piece of knowledge you’ll want as we put this together: Lazarus, for whatever reason, was the patron saint of isolation hospitals, hundreds of years ago, the kinds of places where contagious people, such as lepers, were kept.

With those associations, it’s not surprising that on old sailing ships, where they needed a place to store the bodies of passengers who died mid-voyage and who were too important to throw overboard used the aft-most locker for that purpose and called it the lazarette.

Source:

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



“I don’t think I can move it now,” said Mike Olson, of his 26-foot white-and-blue fiberglass 1977 Pearson sailboat which was frozen in the St. Croix River north of Stillwater. He used ice picks while he knelt in a sport sled to get to the boat to check for damage Friday,



Nov. 15, 2019. (Jean Pieri / Pioneer Press)
<https://www.twincities.com/2019/11/15/sailboat-frozen-in-st-croix-river-may-stay-out-all-winter-owner-unable-to-free-it-friday/>



Can you locate precisely the two Cardinal buoys between Brockville and Kingston?

One is southwest of Lynedoch Island, just a bit west of the Ivy Lea Bridge (44° 20.787 N 76° 0.930 W). There is also another one about 17 nm west of this one at the end of Howe Island. Can you provide its coordinates? If you have the answer, please forward it to the Secretary, Robert Dandurand, at 360tanzer@gmail.com



Single-use plastic consumption has increased during the corona virus pandemic, according to the International Solid Waste Association, an NGO. Face masks and latex gloves are washing up daily on Asia’s remote beaches. Landfills worldwide are piled high with record amounts of takeaway

food containers and online delivery packaging.

The amount of plastic going into the sea every year will rise from 11 million tonnes to 29 million tonnes, leaving a cumulative 600 million tonnes swilling in the ocean by 2040, the equivalent weight of 3 million blue whales, according to the study published in the journal Science.

To cut the flow of ocean plastic by 80%, paper or compostable alternatives to single-use plastic would be needed and packaging should be redesigned to more than double the share of recyclable material, the study says.

Source:

https://gcaptain.com/ocean-plastic-pollution-2040/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-39ebcb77c3-139927349&mc_cid=39ebcb77c3&mc_eid=4eedb093d2



Did you know? The reason sailors wore gold was to cover the cost of

a burial — their own. That way, if they washed up on foreign shores, their debts were paid, even in death. But they chose to carry beauty, adornment, rather than coins.



The Canadian Marine Advisory Council (CMAC) is a consultative body representative of parties that have a recognized interest in shipping, navigation and marine pollution matters. The National CMAC meetings are comprised of many Standing Committees, including a Standing Committee on Recreational Boating. This Standing Committee is co-chaired by Honey Walsh, Marine Safety and Security, Transport Canada and John Gullick, Canadian Power and Sail Squadrons.

Hereafter is a very brief summary of some of the subjects addressed at the virtual November 12th meeting: Life Jackets for Life wants to make recommendations and amendments to the Small Vessel Regulations to make lifejackets/PFDs mandatory for children. Recreational boating is a popular activity in Canada, with as many as 12.4 million participants recorded in 2016. Canada averages 111 recreational boating fatalities each year, the highest number within the marine sector. The vast majority (92%) of fatalities are male, with those aged 20-54 representing 60% of all fatalities. Incidents primarily occur on lakes/ponds and involve motorized vessels.

Other issues raised concerned alternatives to conventional pyrotechnics. The Small Vessel Regulations (SVR) were amended

in 2018 to allow a reduction in the number of flares required if one of the following is carried: a means of two-way communication, a personal locator beacon (PLB), or an emergency position-indicating radio beacon (EPIRB). In general, stakeholders were supportive of the use of electronic Visual Distress Signal Devices (eVDSD). TC is drafting policy proposing the acceptance of eVDSDs certified to the RTCM Standard 13200.0 for use on pleasure craft. This would be as an equivalent to hand-held flares currently required in the SVR for nighttime use. This proposed policy would require the carriage of at least one TC approved daytime smoke signal along with the eVDSD.

There were also presentations on: an update on the status and implementation of the National Strategy on Abandoned and Wrecked Vessels; the prohibition of propeller-driven surfboard-type vessels; noise emissions from pleasure craft have been a growing concern. Modifications were introduced in 2010 to address the “silent choice” bypass installation, which was considered to be the major issue. TC is examining noise legislation in other jurisdictions, technical standards, noise levels, and options. And, finally, modernizing pleasure craft licensing.

A PCL licence mandatory for all pleasure craft equipped with an engine of 7.5 kilowatts (10 horsepower) or more, including personal watercraft. The proposal is to make a PCL mandatory for pleasure crafts, excluding human-powered vessels (e.g., kayak, canoe), that have an engine of 7.5 kilowatts (10 horsepower) or more;

or are above 6 metres in length, whether they have an engine or not (e.g., sail-alone vessels). This would entail charging pleasure craft licence holders a \$15 service fee for: acquiring a new PCL; renewing a PCL; transferring an existing PCL; and for issuing a duplicate PCL. (A fee will not be charged to cancel a PCL or update name or address.)

Share your views on the proposed SVR amendments on Transport Canada’s Let’s Talk Transportation at: <https://letstalktransportation.ca/pcl>. This public consultation will be open until January 15, 2021.



On New Year’s Eve in New York City, in non-pandemic times, over one million people watch a jeweled ball drop in Time Square at exactly midnight to mark the arrival of the New Year. Over a billion people are believed to watch the festivities on television or on-line. The six-ton Waterford crystal ball covered in 32,276 LED lights is not actually “dropped” but lowered from a flag pole on the roof of One Times Square. In New York City, the tradition dates back to 1907. But where did the tradition of dropping a ball to mark the time originate? The practice dates back to 1829 and was related to helping sailors calculate their position at sea.

When out of sight of land, a navigator can determine latitude, his position north or south on the globe, by measuring the altitude of the sun using only a sextant and a nautical almanac. To determine longitude, his position east or west, however, a navigator must

compare the time of the locally observed noon with the time on his chronometer, usually set to the time in Greenwich, UK. The first chronometers rugged enough for use at sea were developed by John Harrison and others in the mid- to late 18th century. By the 19th century, marine chronometers were adopted on naval ships and many merchant vessels.

But how could a navigator easily and precisely set his ship's chronometers? To solve this problem, the Royal Navy's Captain Robert Wauchope invented the time ball in 1829. It was a large ball hoisted to the top of a pole on a building easily visible to ships in the harbour. The ball would be lowered at a precise

time, usually noon or 1 PM. When the navigators on ships in the local harbour saw the ball beginning to drop they could use it to set their chronometers to the exact time. Soon, time balls were installed in ports around the world.

In 1877, Western Union installed a time ball on its Manhattan headquarters, at Broadway and Dey Street. At a distance, the ball appeared to be a solid ball. It actually was made up of a dozen thin semicircles made of sheet copper, half of which were crescents. This allowed for minimal wind resistance when dropped.

With the advent of radio time signals in the 1920s, the time balls

became obsolete. Nevertheless, the time balls at the Greenwich Observatory and the US Naval Observatory continue to drop every day to give both locals and ships on the rivers a means of setting their watches. And, when the ball drops at midnight every year at Time Square, watched by countless millions, the bejeweled ball pays homage to Robert Wauchope's invention, the time ball.

Source:

<http://www.oldsaltblog.com/2020/01/watching-the-ball-drop-the-nautical-origins-of-a-new-years-tradition-2/>

Happy New Year to all.

First Annual Squadron Photo Contest – "Mother and child at peace"



Photo was taken by member Burt Blais in Kerr Bay, Lake Ontario.

The winning photographer will receive an OPSS cap, polo shirt and a \$25 The Chandlery gift certificate.

Ontario Officer of the Year Recipient 2019-2020: Guy Ladouceur

By Robert Dandurand, P
Life Member

Guy Ladouceur has 15 Merit Marks to his name. He was awarded the District's Stirrer Upper trophy three times and the Howard Peck Volunteer of the Year Award in 2012 and is a multiple Star Award (membership) recipient. He is an Instructor, a Past Squadron Commander and Past District Commander and has held many positions on the way to those leadership roles but let's look to the present. He currently holds, simultaneously, the positions of: National & Rideau District Membership Officer; National Membership Committee Member - IT Membership Support; Rideau District Financial Officer; Brockville AND Kingston Squadron Membership Officer, as well as Deputy of the Information Technology Support Committee and member of the Information Technology Infrastructure Committee, demonstrating the true meaning of volunteerism in his efforts to assist CPS-ECP within the context of his responsibility.

Volunteer organizations such as ours have seen its ranks depleted dramatically in the last few years and many of our volunteers are

"recycled" for lack of new recruits. Dedicated individuals such as Guy do not hesitate to step forward and fill multiple roles in a time of critical need. Rather than see more squadrons surrender their warrants for lack of Officers, people take on more of the burden. As an ExCom member puts it:

"There is no one who deserves it more than Guy. He is constantly working for the squadron and the district! Especially in membership, and he is getting the IT to slowly listen to him."

If that alone didn't qualify him, let's dig deeper.

There can be no question that Guy has performed his duties to the best of his ability: he is so good at tracking membership that he does it for three squadrons in the District, the District itself and at the national level besides dealing with the issues raised by the implementation of the new, still nameless, "new IT system".

He only recently relinquished the position of Squadron Activities Officer but not before dealing with the logistics involving the Annual Squadron and District Members' and Family FREE BBQ, attended by over 70 people in June 2019. He also dealt with the Ottawa Boat and Sportsman's Show: negotiating with the promoters, getting the virtual trainer from National Office, recruiting over a dozen volunteers (always a challenge) to "stand watch" for the 4-day event, setting up and dismantling the booth, etc. as a means of promoting CPS-ECP most effectively to the approximately 12,000 visitors.

A simple illustration of Guy's commitment is the inclusion of "Make my day! Renew, Re-Join or Join, NOW" at the end of every email he sends out and submitting articles re. membership and/or activities for the Squadron newsletter.

A well-deserved award for a remarkable individual.



Ontario Officer of the Year Recipient Guy Ladouceur and future members.

The Sailing Dream – Part II - Chartering Catamarans around the world for fun and experience

By Shaun Clare

After acquiring 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, 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 so we would have a better idea of what to look for when the day finally came for us to 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 at least 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 charter catamaran adventure was underway, and, as it turned out, we didn't have to look very far! The same sailing school that we had taken our ASA courses through (Fair Winds Sailing in St. Thomas, USVI), also offered their boats for charter, so we thought this would be a perfect next small step for us – we could charter the same



Sailing Antigua to the BVIs

catamaran we took our sailing classes on (La Bella Vita, a 2002 42' Leopard catamaran) and sail in the same areas we had already sailed in. We hired one of their skippers to come along with us, but asked him to only jump in to help if we were doing something wrong. So, along with some good friends, we flew down to the USVIs and embarked from Red Hook Bay, St. Thomas to sail in the beautiful waters around St. Thomas and St. John, and then moved on to the British Virgin Islands (a short sail away), and explored the islands of Tortola, Cooper Island, Virgin Gorda, and Norman Island. We had committed to ourselves that if by this point in

the trip we were feeling confident and having a good time (check, and CHECK – this was an absolute blast!), then we would make our first offshore passage to Anegada, BVI – a 12 nautical mile sail with the trade winds right on the beam and a perfect wind (SE at 15 knots) forecast. We all agreed we were a “GO”, and at first light the next day we set sail from North Sound, Virgin Gorda into a vast, empty blue ocean. Anegada is a coral island with only a 26-foot elevation, so you can't see it until you are only a few miles off of it. Anegada has a 29 km long reef (Horseshoe Reef) that surrounds it, it is the largest barrier coral reefs in the entire Caribbean. This reef

makes navigation to Anegada difficult. While charter boats freely sail among most of the other Virgin Islands, charter companies would often forbid clients from sailing to Anegada to avoid running aground on the reef, which has claimed hundreds of yachts to date. Although we were nervous (this part of the trip didn't feel like a "baby step" at all), we had a professional skipper with us just in case, and because he was with us, the charter company agreed we could make the passage. It would also allow us to sail to Anegada on future charters on our own, as our sailing resumé's would reflect the fact that we had already made the trip.

As we made our final approach, we sailed to a particular waypoint to line ourselves up with the channel that was invisible (it was still a couple of miles away), which then leads into the only protected harbour on this island. Our skipper so far on the trip had just been a passenger, sharing lots of friendly banter, sailing stories and recipes for his favourite boat meals. The rest of the time he was catching up on his reading. At this point he actually stood up to watch us as we made our way through the unmarked part of the reef. The safest time to do this is around noon when the sun is directly overhead making the coral heads much easier to spot so you can maneuver around them. It was probably 15 minutes of slowly following the suggested compass heading, seeing coral heads all around us, before we spotted the first channel marker. We breathed a huge sigh of relief – we were in the right place to complete the pass through the reef – whew!

We had read about this beautiful, remote island in the months

leading up to this trip, so had elevated expectations before we arrived, but even those paled in comparison to the absolute beauty of this incredible place and her people (only about 200 residents live on Anegada). The beaches are astoundingly gorgeous – miles and miles of untouched brilliant white sand surrounded by the most vibrant colours of jade, emerald and sapphire. There are only two or three beach bars on the entire North coast of the island, and they run on the honour system – pour yourself any concoction you desire, and when you leave just pay the amount you think you owe. Service was sometimes also available, but we enjoyed serving ourselves – where else can you do that? Suffice it to say, when it came time to leave and explore other islands, we knew Anegada would forever be in our hearts. The fact that we had sailed 12 miles to get there and successfully navigated the reef, on our very first sailing charter, only made it that much more special.

The next day, we sailed from Anegada to Jost Van Dyke, a 26 nautical mile trip! We were really starting to hit our stride and enjoying every minute. At the end of this marvelous 8-day trip, upon returning to the dock, our skipper stepped off the boat, congratulated us and said we would be absolutely fine chartering the next boat all on our own. We were thrilled to hear this, and certainly had begun to feel confident in the safe operation of a sailing catamaran.

We booked La Bella Vita again for the next year, sticking with the "baby steps" plan – same boat, same area (adding some additional islands during our trip), and even the same friends, except this year we also brought my Dad for his

80th birthday - but this time we skippered the boat ourselves. The trip was everything we could imagine, and included a trip back to Anegada, which we fell even more in love with.

The year after, we chartered a Lagoon 421 catamaran, through a different charter company, but sailing the same waters – our growing sailing résumé was now allowing us to be accepted by any charter company we wanted to charter through. One year later, we were on a Lagoon 380, which was a contender for a boat we would actually buy – we wanted to see what an "Owner's Version" catamaran would be like. While on most charter cats there are four or more cabins, on this boat there were only three – the entire starboard hull is dedicated to one cabin. We couldn't believe the amount of space – with a huge head and separate walk-in shower, desk and queen-sized berth!

While we were loving sailing the USVI/BVIs, we felt it was time to take the next step – charter in a completely different area. We chose French Polynesia – it was deemed to be a "difficult" place to sail with tons of unmarked reefs and long passages, but it was one of the many dream destinations we wanted to visit, so we figured chartering a boat would probably be the best way to see it! We chose a Lagoon 400 from Tahiti Yacht Charter, and after an extensive chart briefing (they told us the areas to watch out for and shared crucial local sailing knowledge), we set out from Raiatea, where the charter company was based, to Taha'a – a short passage all within the same lagoon. We staged ourselves next to a "motu", a small reef islet inside the lagoon, to wait for a weather window to sail to

Bora Bora. We didn't have to wait long, as the forecast the next day was a perfect close-hauled sail in 15-20 knots of wind (we put one reef in the main sail to be safe), and made the 34-mile passage in about 5 hours.

We left the lagoon at Taha'a through a narrow channel with huge waves crashing over the reef on each side of us. We had only seen views like this in movies and documentaries – it really is an incredible sight in person. It was a little nerve-wracking to say the least, but the channel was well marked, and over the duration of this 11-day charter, we started feeling more comfortable exiting and entering the reefs that surround each of the islands here.

Approaching Bora Bora and entering the lagoon was an absolutely stunning experience, and one that we will never forget. The most beautiful pictures don't do this island justice – it is impossible to put into words how awestruck we all were. We spent five nights at Bora Bora, almost circumnavigating the island and anchoring in the most spectacular locations we could imagine – some days we would just stay on the boat and admire our amazing surroundings, and other days we would tour parts of the island – strolling through the village of Vaitape and topping up our provisions with fresh local produce, and checking out some of the beautiful resorts where a garden view room can cost more than \$1,500 USD per night. This made us appreciate how economical sailing was by comparison – our floating “on the water bungalow” was pennies on the dollar compared to the \$3,000 USD per night land-based “equivalent”. Mind you, we didn't have fresh linens every day – but

we loved the fact that we could change locations any time we wanted, and had the whole boat to our little group.

When we returned the boat to Raiatea, this was the first time a diver awaited our arrival so they could check the hull, keels and rudders to make sure we hadn't inadvertently hit anything – I guess with the unmarked coral heads and shallow water in certain areas, it does happen. Everything looked good and we headed off to the airport to fly back to Tahiti and head home. In the end, while the waters were a bit more

we always felt we were closer to the bottom than we actually were.

Our next charter was to the Island of St. Vincent and the Grenadines, once again on a Lagoon 380 Owner's Version. This time it would just be my wife Anne and I (another baby step) – the first time we chartered without friends. We sailed from St. Vincent to Mustique (a fabulous little island which the likes of Mick Jagger and Bryan Adams call home). The passage was one of the roughest we had sailed to date – there are many times in this area when the large tides oppose the wind, so we



Bora Bora

challenging, we didn't feel it was as difficult as some had made it out to be. The channels are well marked, and if you go slow in areas with lots of coral heads, steering around them when needed, you'll be just fine. The water is so clear, you really do see everything lying around and below the boat, although in 20 feet of water it looks like you are in perhaps 5 feet because of the clarity – that probably helped keep us on our toes – even with a depth sounder,

made very slow progress, but when we got there it was so worth it! A couple of days later we sailed over to Mayreau, another fantastic island with really friendly people. We were even welcomed into one of the locals beach front houses and had a few beers chatting with his family and the Swedish crew of another sailboat that was anchored in the same harbour as we were (Salt Whistle Bay).

The next morning we headed on a short sail over to the infamous

Tobago Cays and spent two nights there surrounded by the stunning beauty that this area is known for. On our first night, a local chef came out on his fishing boat to ask if we wanted fresh lobster for dinner – of course! The bonus was that he would prepare the complete meal for us! Later that evening, he was back with perfectly cooked lobster as well as fried plantains, rice and beans, lambie (we had never heard of it – it's a conch-based dish that was to die for – he made it using his old family recipe) and potatoes – all served on his mother's own household dishes! We couldn't believe our luck and enjoyed one of the most memorable meals we've ever eaten - on board our "own" vessel in a spectacular anchorage. We asked how we should get the dishes back to him - he said we could just give the dishes to the local Park Ranger the next day who would return them to him – we just love the charm and trust in all the islands we visit!

We sailed two days later to Bequia, anchored near Port Elizabeth and checked out the quaint town and surroundings, including a bustling marketplace, and strolled along the beautiful stone path that wraps around much of the harbour. The next day we returned the boat to St. Vincent (it is always a sad day for us when we have to give the boat back), but we had such amazing experiences here and will definitely be back.

It was now time to take the next "baby step" and plan our longest sailing charter to date – we wanted to visit multiple countries to give us experience with mundane things like clearing customs and immigration at each stop, also allowing us to sail the longest passages we had sailed to date all

the while experiencing the distinct cultures each island has to offer. We wanted to see what it would feel like, at least for a few weeks, to transit a larger part of the Caribbean, part of our longer term plan. Everything in the Caribbean runs at its own pace (island time) – our research showed that just to clear customs and immigration we would have to locate and travel to two or three different locations, duly fill out the necessary papers, and then get back to the boat. Often we would have to repeat the process for checking out of the country (the rules in one country are different from the next country you want to visit – some places we could check in and out at the same time, which saved time and effort). It can be frustrating at some of the "charming" processes and forms, but it is part of the overall experience – and we always remember that we are in paradise! In the future, we will spend a lot more time in each country, staying for weeks or even months in one spot. Given that, clearing in and out won't be as arduous or frequent as what we put ourselves through on this trip.

For this trip, we decided to charter a brand new Lagoon 42 Owner's Version (we were really starting to like the Lagoon catamarans), and sailed from Antigua to Nevis, St. Kitts, St. Barth's, St. Martin, Anguilla and then to the British Virgin Islands. We had four friends join us for the Antigua to St. Martin leg, then two stayed on for the Anguilla part of the trip and headed home. Anne and I wanted to do the long sail to the BVIs on our own to see what an extended short handed passage would be like – while the entire trip was incredible (we all had such a blast and have so many awesome memories)

a highlight for Anne and I turned out to be this long passage.

Heading out before daybreak from Road Harbour in Anguilla en route to the BVIs, we were excited and a bit nervous as to what we would encounter on a 100 nautical mile passage. Twelve hours later, we looked at each other in awe as we passed between Round Rock and Ginger Island and entered the Sir Francis Drake channel in the BVIs, arriving to what had become almost a second home to us. We did it! The entire trip was close to 450 nautical miles – we couldn't believe how far we had come from our ASA sailing classes, and how much we both loved sailing.

After such an active trip, it was nice to just kick back and relax - we spent the next four days touring our favourite spots before heading home and thinking about our exciting next steps.

Chartering different boats in different areas has really given us a good idea of the features that we really like, those that we can live without, and the areas we want to come back to (all of them so far!). Every time we get off a charter boat we just want to turn right around and get back on – sailing in these beautiful, exotic locations is something we both love and we simply cannot get enough of!

It looked like, with retirement less than two years away, it was time to start shopping for our own catamaran – a thrilling but daunting task, as most of these vessels are located in Florida, the Caribbean, or the Mediterranean.

Next instalment: Buying and sailing our own blue water catamaran.

The Sailing Dream - Recipes Afloat

By Anne Vaillancourt

Cooking on a boat can be challenging because you don't always have all of the pantry ingredients you might have in your kitchen in your land-based home. Stocking your galley with your favourite condiments and spices that you can use for a variety of dishes can make your meals more interesting and flavourful. Finding recipes that use common ingredients, mixed with a few special provisions available in your area, is a great way to continue to eat well out at sea.

Although I really enjoy cooking on our boat, I like recipes that can be prepared a little in advance so I can relax for sundowners, then not have a lot of work to do at dinner-time. This is a great recipe for just doing that. These wonderful crab cakes, and their easy tartar sauce can, and should be, made at least an hour in advance and be ready in the fridge for a quick fry when you're ready to eat. I make 4 for just the two of us with the quantities below, but this can be doubled if you have guests, or made into smaller cakes for sharing with guests as an appetizer. They are wonderful alone, but fabulous served over a Black Bean and Roasted Corn Salsa.

CRAB CAKES:

1 large egg
1 1/4 tablespoons mayonnaise
3/4 teaspoon Dijon mustard
1/2 teaspoon Worcestershire sauce

1/2 teaspoon Old Bay seasoning
1/8 teaspoon salt
1/8 cup finely diced celery, from one stalk
1/2 pound lump crab meat (if you can't find fresh, a good quality canned crab meat found in the refrigerated fish section of your supermarket).
1/4 cup panko
canola oil, for cooking

Line a baking sheet with aluminium foil for easy clean-up.

Combine the eggs, mayonnaise, Dijon mustard, Worcestershire, Old Bay, salt, celery in a large bowl and mix well. Add the crab meat (be sure to check the meat for any hard and sharp cartilage) and panko. Gently fold the mixture together until just combined, being careful not to shred the crab meat. Shape into 4 cakes and place on the prepared baking sheet. Cover and refrigerate for at least 1 hour. This helps them set.

When ready to eat, heat a large non-stick pan to medium heat and coat with canola oil. When the oil is hot, place the crab cakes in the pan and cook until golden brown, 3 to 5 minutes per side. Be careful as oil may splatter. Serve immediately with tartar sauce and a wedge of lemon.

Tartar sauce:

1/2 cup mayonnaise
3/4 tablespoon sweet pickle relish
1/2 teaspoon Dijon mustard
1/2 tablespoon minced red onion
1/2-1 tablespoon lemon juice, to taste

Salt and freshly ground black pepper, to taste

Mix all ingredients together in a small bowl. Cover and chill until ready to serve.

Black Bean and Roasted Corn Salsa

4-5 Cobs of Fresh Corn
1 can Black Beans
1 large Red Onion
Peppers (1 each red, yellow, orange)
1 head of garlic
1 jalapeno
Cilantro
Lime Juice (1 - 2 limes)
Salt & Pepper to taste

Grill corn, peppers, onion (thickly sliced on pre-soaked skewers), and garlic (sliced in half and topped with olive oil, salt & pepper and wrapped in aluminum foil).

When peppers come off grill, put them in a bowl, covered with plastic wrap for about 10 minutes, to make skins easier to remove.

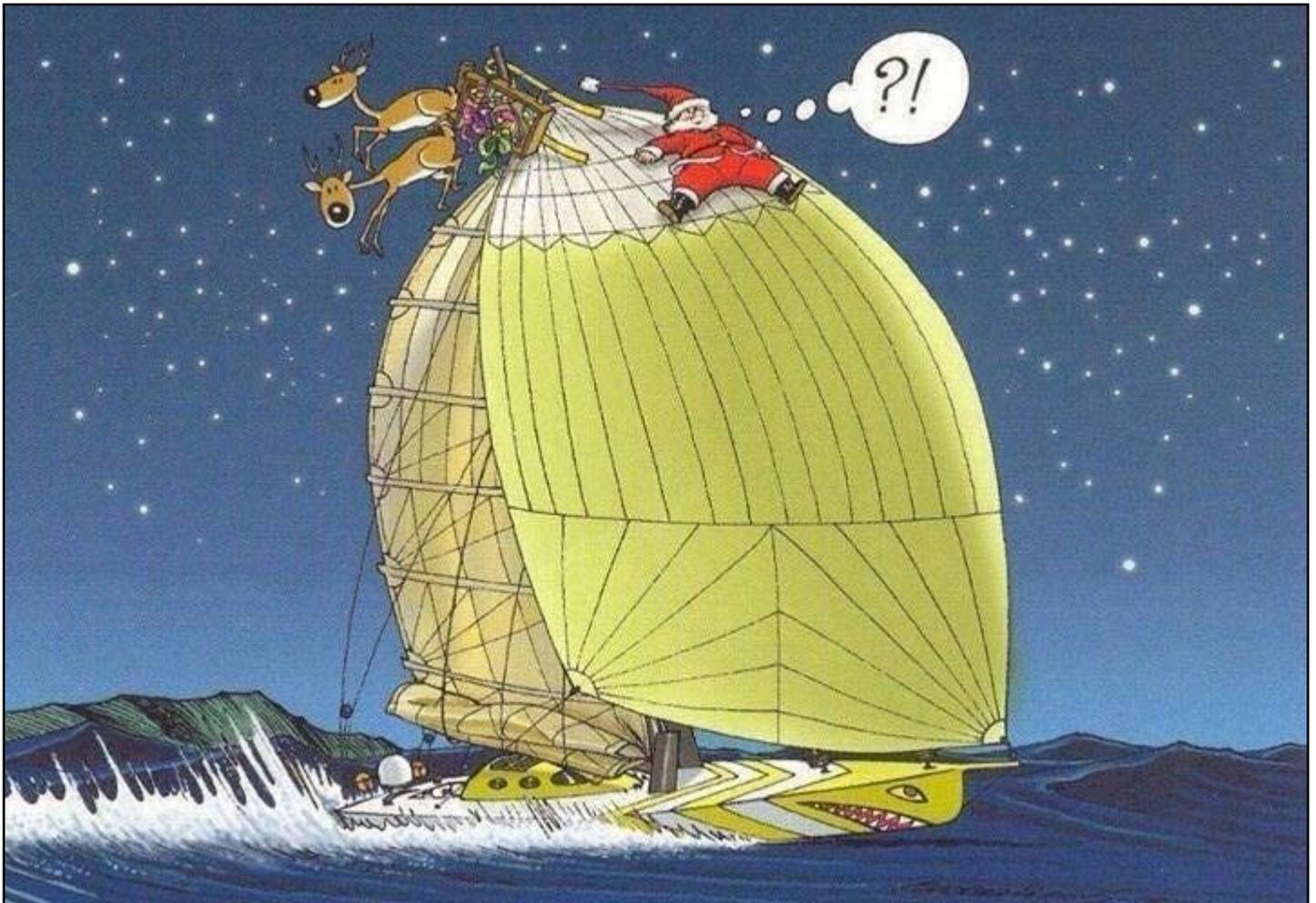
Cut peppers, jalapeno and onions into small cubes. Mix all ingredients together adding cilantro, lime juice, salt and pepper to taste.

Add mango as an option when in season.





Crab Cakes
← Before & After →



The bow guard winter project

By Burt Blais

Have you ever experienced your beautiful varnished gunwale dinghy spearing the mothership's transom while under tow, for instance, in following seas, when backing to set your anchor or coming to a sudden stop in your slip. After a summer of mashing the fine bow of my Shellback dinghy, my wife and I came up with what we think is an attractive, unobtrusive solution in a fitted, snap-on Sunbrella "guard" with a sewn-in strip of camping pad foam. Pretty nifty solution, we think, and a great way to exercise your sewing skills with a Sailrite sewing machine over the winter!



The Official flag of 2020



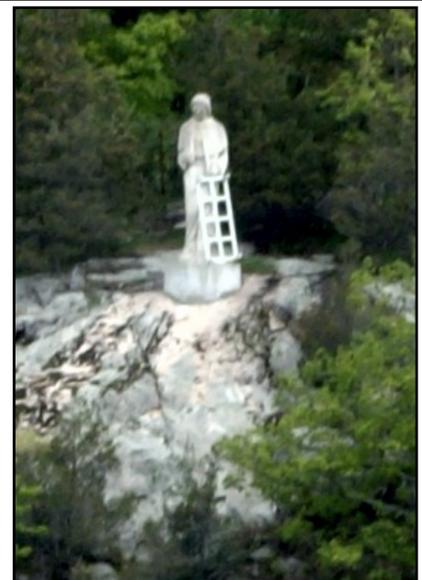
Identity of the statue revealed

By Robert Dandurand, P

In the last issue of Ripples we asked if you could identify this statue and where it is along the St. Lawrence.

Members Bryan Carroll, Terry Hamilton, Dave Bernard and Paul Holland were the first four to identify it as St. Lawrence. It is situated, since 2009, one kilometre east of the Thousand Islands

Bridge (Ivy Lea International Bridge) on the Canadian Palisades, a long cliff that runs under the Canadian shoreline. It is visible only to boaters on the river. St. Lawrence holds a gridiron, the device used to execute him, in one hand, and a book in the other, as he was a church librarian. Lawrence stands on bags of coins, representing his role as keeper of the Roman church's money, which he gave to the poor and the reason he was executed by the Roman Emperor Valerian in 258.



Be reminded to Be heard!

To assist Transport Canada's education and outreach efforts to enhance safety for recreational boaters, work is underway to further examine motivations and policy instruments to increase the wearing of PFDs/lifejackets on board pleasure craft.

As part of this initiative, the Office of Boating Safety has partnered with a Privy Council Office behavioural scientist to develop an online survey to assess boater's general attitudes toward the wearing of PFDs/lifejackets. Completion of the survey by members of Canada's recreational boating community will help

Transport Canada compile up to date data regarding Canadian boater's perspectives on PFDs/lifejacket usage in general, and help identify barriers keeping wear rates low among key demographics.

The survey has recently been launched on Transport Canada's Marine Safety web page and can be accessed, in both official languages, through the following links:

English:
<https://www.surveymonkey.ca/r/2XRC2RD>

French:
<https://www.surveymonkey.ca/r/2XRC2RD?lang=fr>

The survey will be available for completion until December 31, 2020.

As the survey's questions are directed to recreational boaters, and aim to enhance recreational boating safety, we are hoping you will help ensure the thoughts and opinions of Canada's recreational boating community are heavily reflected in the survey's conclusions, resulting in enhanced outreach and education efforts which are best tailored to help the community at large.

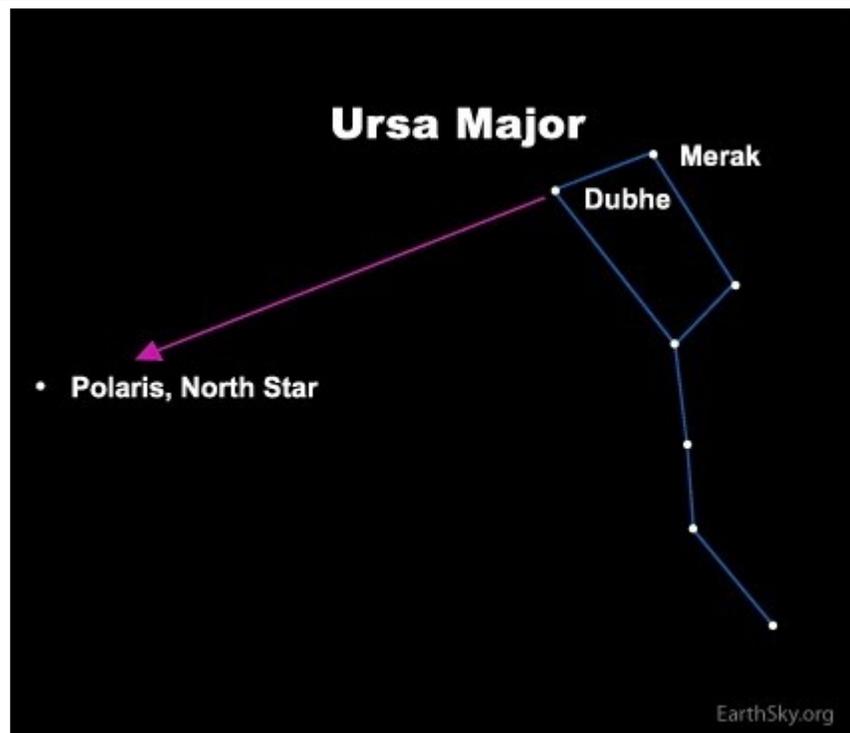
If you haven't completed the survey when we first reached out, please do in the coming weeks.

Find Polaris

Tonight, use the Big Dipper in the constellation Ursa Major, the Great Bear, to find the sky's northern pole star, Polaris. This is the star around which the whole northern celestial sphere appears to turn throughout the night. That's because this star is located nearly above Earth's northern axis. In times past, wanderers on the northern face of Earth used Polaris to stay on course.

So how can you find Polaris? Look at the chart to the right. You'll simply draw a line through the Big Dipper's pointer stars – Dubhe and Merak. That line will point to Polaris, the North Star. You can use this trick to find Polaris any evening – no matter how the Dipper is oriented with respect to your northern horizon.

Polaris isn't the brightest star in the sky, as is commonly supposed. It's only 50th brightest or so. Still,



Polaris is bright enough to be seen with relative ease on a dark, clear night.

Source: EarthSky News -
deborahbyrd@earthsky.org

(Continued from page 1)

Throughout the years, Lloyd surrounded himself with a solid crew of sailors: his wife Betty, his son John, daughters Jo Ann and Jody, Nick Cox, Bob Earle, the late Bernie McCoy, Joe Rotheram and Bill Mack. In 1997, SYC named Lloyd Sailors Racer of the year. His team won numerous trophies in races held in Brockville, Ottawa, the Calabogie's where the team would travel and beat the locals and bring home trophies.

His racing highlights include the following championships:

- the Albacore Class 10 championship in 1976 and 1984;
- the Tanzer 22 Class Championship in 1986 and 1996;
- the Laser Class Championship in 1980, 1996 and 1997;
- the Open Handicap Racing Championship series overall winner in 1986, 1987, 1992, 1996, 1997;
- the Borland Memorial Race champion 1986 and 1996, 1999 and 2007;
- the Sails and Paddles 1996, 2003;
- the SYC Racer/Sailor of the year 1987;
- the Spring Series Champion 1997;
- the 24- Hour Race (113 miles) 1984/Albacore;
- the Upper Canada Village Trophy 1995, 1996, 1999, 2007; and
- the 1979 Albacore Harry Hertz trophy.

Lloyd Chaput remains unbeatable. He won the SYC 2019 Fall Series with his crew: Bob Earle, Darin Merriman, and grand-son, Michael

Chaput. When asked what is the secret behind all of these fabulous

victories, Lloyd responds with a small grin: "Knowing the River and reading the currents" and Betty adds: "a good trusted crew as well".



*Lloyd and crew
Bob Earle (at left)*



*Lloyd and
trophies*

Kingston to the North Channel and Back:

Part 1 – Bateau Channel to Pelee Island

By Rob Saloman

It was late May of 2017, a year of extreme high water in the Great Lakes, as we prepared to launch our Catalina 445 “Soul Mate” at Iroquois, Ontario. We were later than usual launching as the launch well had been underwater most days with the prevailing southwest winds pushing water into the marina. After missing another day we decided to sleep on the boat in the boatyard and try to launch first thing in the morning before winds picked up. We were awakened next morning by a knock on our hull by boatyard staff at 7 AM suggesting we hustle up. The strategy paid off as we launched with just inches to spare. Time to get canvas and sails on the boat and start the 8-10 hour journey against wind and current to our home base at Trident Yacht Club just east of Kingston. Then drive back home for our son Trevor’s University of Ottawa Graduation.

May 21/17 – A late launch at Iroquois Marine. Water was just low enough for the travel lift driver to see where he was going.

Back on Soul Mate in early June playing catch-up with our friends and travel companions Pierre and Sue on their Beneteau 461”Encore” as they left five days earlier. We will have to put some fast miles behind us to catch up so we set out on our first leg from Trident Yacht Club to Cobourg, a long day sailing the 104 nautical miles around Prince Edward

County. We left at 8 AM with winds SSW at 9-11 knots and arrived at 10 PM, averaging about 7.4 knots mostly motoring with some motor sailing. Not what I’d recommend but as I said we were playing catch-up to join our friends who were doing the trip with us. The good news is that Cobourg harbour is an easy place to drop anchor at night inside their breakwater or on the marina wall. We dropped anchor.



Day 1, June 16/17 - Departing Trident Yacht Club in the Bateau Channel north of Howe Island between Kingston and Gananoque.

Up early the next morning we filled with diesel at the Cobourg Marina, just barely able to tie up at the fuel dock with the water an inch or two below dock level. There was a low pressure system moving through but we decided to go for it. Our plan was for a somewhat shorter day sailing the 63 miles from Cobourg to Port Weller to tie up at the entrance to the Welland Canal in preparation for locking up to Lake Erie. The SW winds were lively and we got to sail more along with some motor sailing and we dodged a few ominous systems passing by to the north shore nearing Toronto. We were able to tie up before dark on a sheltered wall in the canal that is available to recreational boats although there was only room for 3-4 boats so we had to squeeze in and use long lines to tie up to whatever we could as there were no cleats. (I’m pleased to report there are now cleats on this wall). We had already purchased and printed our Canal pass for \$200 on-line which was cheaper. We reported in to the lock control room using the phone provided at the wall and we were given a 9 AM departure along with the other boats tied up. Since you need three people on board for locking up we had arranged for my brother in Toronto to meet us in the morning to do the transit with us.

Day 2 – Passage from Cobourg to Port Weller with interesting weather systems moving through.



Day 2 – Passage from Cobourg to Port Weller with interesting weather systems moving through.

Day 3 we were up early again to make sure we would be ready for our 9 AM entrance. If you miss your slot you are out of luck and will likely lose a day or have to transit at night. Things were a little tense as our friend Sue had chatted with my Admiral, Laurel last night sharing how stressed she had been so my mate was nervous and we were still waiting for my brother Jim to arrive from Toronto. We were well prepared with fender boards, lots of fenders, and I had done the trip before locking down but locking up is definitely more turbulent as the locks fill. Jim came roaring into the parking lot at 8:55 AM, jumped on board, and off we went with our overnight neighbours for a day of adventure.



Day 3 - Entering and transiting the Welland Canal. It really is an engineering marvel.

The canal can be a little intimidating but the staff are very helpful



and you do get into a routine after a couple of locks and bridges are under your belt. There is also a St. Lawrence Seaway Pleasure Craft

Guide available on the Seaway web site for downloading. It explains the light and signalling systems, the general rules, and the radio channels which change for some locks but

you can start at either end with Channel 14 and revert to that any time if all else fails. The guide also tells you which side to tie up to in each lock. You will only be with other pleasure boats. You must wear life jackets and keep up your boat speed. Old fenders or fender covers are a good idea if you have them as the walls can be a bit rough. Oversized fenders or inflatable ball fenders are a great idea too. The crew was happy at the end of the day and we were very satisfied to have done a successful transit when we tied up in Port Colbourne at Sugarloaf Marina.

We treated ourselves to a dinner out with my brother Jim and saw him off on his return to Toronto. Onward to the Lake Erie challenge and it turned out to be just that. We planned to head out again next morning, however we woke up in the morning to 30 knot plus west winds which created crazy seas with the 270 miles of fetch to the west. We were now only one day behind our friends but we opted to sit tight for the day as did they so we were off to explore Port Colbourne. Showers were welcome along with some provisioning and a minor repair to

our medicine cabinet caused by some rough water in Lake Ontario. We got up the next day to strong SW winds again but do-able so we set off for Port Stanley, skipping past Port Dover which was closer but out of our way. We opted out of re-fuelling in the strong winds. This was another really long day at 95 miles but we were able to sail some of it once we rounded Long Point and we were so pleased to have our friends catch our lines on the public wall in Port Stanley just before dark.

Next day we departed early in strong SW winds again (25 to 30 knots) but now in tandem with our friends and aiming for a more civilized 45-mile passage to Eriean at the mouth of Rondeau Bay and just past Pointe Aux Pins. Eriean Marina is a well-run marina with a chandlery, pool and fuel dock thank goodness as we were very tight on diesel. I had borrowed a jerry can from Pierre on Encore just in case but I didn't use it. I neglected to mention that there are few options for ports on the Canadian side of Lake Erie for keelboats. In any case we motor sailed most of the way and made it to the fuel dock which had a little lower water now that we were moving up the watershed. We enjoyed a swim in the Marina pool plus showers and then we went to the local brew-pub for a sampler with friends Chris and Fred who had joined Encore for part of the trip. We would find many quaint brew pubs on this trip.

After a restful night in Eriean we set out again in the same 25 to 30-knot SW winds and another 45 miles to Pelee Island. At this point you likely have a good idea of



Sampling at the Bayside Brewing Company in Eriean.



Encore and Soul Mate ties up safely in Eriean

what Lake Erie can throw at you with her shallow waters (mostly 30' to 60'), 270 miles of fetch, and the resulting steep waves with a short period. I should have mentioned there are also fishing nets to watch for since Port Stanley and Port Dover are commercial fishing ports. Encore's crew Fred and Chris needed to jump ship soon and we were also anxious to actually get to the North Channel so we were still pushing ahead. Not that there are many choices of ports on Lake Erie for us but Pelee Island is a unique and interesting

stop as one of the southern-most points of land in Canada. Lake Erie did not go easy on us today though. We were motor sailing close hauled with our main sail flat when we hear a loud bang. I didn't have any idea what it was until I looked up to see the leech of our main sail had torn so we furled it and continued motoring. We opted for anchoring on the west side of Pelee Island instead of spending the night in Scudder's Marina. We dinghied ashore for a walking tour of the island to see some of the quaint sites.

Unfortunately we didn't have enough time before dark to get our folding bikes out. That night we were out of the wind but the waves still curled around the island giving us a few bumps. We seemed to have a quieter night than Encore but we all survived to sail the final leg of Lake Erie into the shipping lanes of the Detroit River next day.

To be continued in Part 2 – Detroit River to the North Channel.

Rob Saloman is an RYA Yachtmaster and a Sales Consultant with Breezeway Yachts. Rob and his wife Laurel have been sailing the Great Lakes for more than 35 years on various iterations of "Soul Mate". They started out on the Ottawa River at the Nepean Sailing Club. They also sail the Caribbean on their Lagoon 450 Catamaran "Kindred Soul".



Here are some Pelee Island sites:

The "Tartan smile"

By Emilie Carter

I believe one of the biggest misconceptions about boat owning is the work to pleasure ratio. Every sailboat owner knows what it takes to maintain their vessel. Most first-time buyers have their minds elsewhere. On things like wind from aft of the beam, following seas, watching the sun set while at anchor or a cold beverage on a white sandy beach. Granted, that image is easy to sell. It is probably a better marketing strategy than the thought of being elbow deep in the bilge with a dysfunctional pump while your partner is covered in oil and grease working on the engine. And God forbid you decide to take your vessel out into salt water. As wonderful as the Bahamas or the Caribbean are,

everything rusts before your eyes, the varnish peels off from the teak and your boat ages three times faster thanks to the strong UV rays and the salty air. Which means more work for the owner. I only know a handful of people who are turned on by that aspect of this wonderful hobby. When we bought our 1997 Tartan 3500, we knew the implications of ownership and maintenance... in theory. Now we have the knowledge that comes with experience. So let me tell you about the "Tartan smile."

The first time we saw Amaruq's underside, we noticed it right away: that small crack in the fibreglass on the forward part of her keel. The surveyor acknowledged it, assured us that it was typical of Tartans and it did not affect the integrity of the boat.

She was still in great shape for her age. Amaruq had what is known as the "Tartan smile," nothing to be concerned about. And so, we weren't. That is, until we had her hauled out in Florida a few months later to do some maintenance. We wanted her to be in ship shape before we left the mainland. Upon inspection, it seemed she was now grinning from ear to ear. And so my partner decided to take a closer look and tugged on the fibreglass with his hand. Have you ever heard the Joker from the Batman movie explain how he got his scars? It's a gruesome story about having his smile forcefully expanded with a sharp object by a family member. Well, that's what it felt as if he was doing to our beloved boat while he pulled a big strip of fibreglass off both sides of the keel. I saw water pool out and little shrimps scurrying around as

if they'd just now realized they were no longer in their underwater home.

We then had our work cut out for us. We already had a long list of boat jobs to tackle before ripping out a large portion of fibreglass and now it was much longer. But we rose to the challenge. Grinding, sanding, cleaning, prepping, filling, patching, sanding again and finally, painting. The whole process must have taken over a month. It was not easy, we had many unexpected challenges. But after all that effort, she was beautiful. A man working on another boat in the yard had lots of experience with fibreglass repairs. He would come by from time to time to give us tips. When we finished, it was such a relief to hear him approve of our labour. "Good, job. That's what it's supposed to look like."

We felt pride wash over us.

Unfortunately, we had omitted an important part of the process and would only realize that once it was much too late.

We had read the Tartan's owner's manual on various occasions. Amongst the wealth of information, we had read to resist the urge to tighten the keel's bolts. The owners were to do no such thing, as grave consequences would arise. But after 20 years, perhaps the rules should be bent, if not broken. We soon found that loose bolts were likely the cause of the "Tartan smile" and we had not addressed them. The night preceding the boat launch Amaruq hung in her lifts so that we could finalize the last coat of paint. Minutes after the pressure was



The Tartan smile.

relieved from the keel, she showed the first sign of a smirk. The slight movement in the keel had been just enough to rip through our shiny new fibreglass job. So we went with the only logical solution. To promptly apply waterproof sealant then proceeding to ignore that stupid grin for the next few months.

Fast forward almost a year later. After returning from the Bahamas early because of a certain global pandemic (you may have heard of it) and having sat at the marina in Kingston all summer, Amaruq finally gets to rest in a boatyard

again. And now, we intend to wipe that smile off her face once and for all. But we also need to address her "ICW moustache," the "Bahamian plow" and her multiple "Rhode rage scars." Each of those aesthetically displeasing attributes have their own story to go along with them.

Yeah, we have lots to do and I'm sure launch season will arrive before we know it. We'd better get started.



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



Earlier this year, Your Ottawa Squadron and its Executive Committee purchased 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 **Christmas gifts** to your loved ones!

The hats can be obtained from the Ottawa Squadron Regalia Officer:

Marjorie Ladouceur
e-mail: regalia@boatottawa.ca or
call (613) 824-9490.

Hats will be available at all upcoming Ottawa Squadron Events after Covid 19. Please do not wait, we may run out!

Marjorie Ladouceur

OPSS Regalia & Mailing Officer
regalia@boatottawa.ca
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The heart has been a symbol all over Canada to say thanks to front line Covid-19 workers. Here is my way of saying thank you to all the front line workers who put their all on the line for us every day. It was made by the talented crew at UK sails NW in Sidney B.C. – Vern.

Source: <https://sailinganarchy.com/> October 6, 2020