

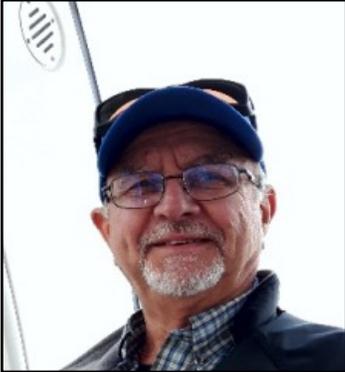


Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



Ahhh, Spring! It's coming, when is yet to be determined. Only 16 more days.

Then we start counting again until it's time to wax-on, wax-off, and repeat!

From what I've read in boating publications, boat sales new and used, are setting a record pace. Most dealers are already sold out and the waiting lists keep growing. Time for CPS-ECP to capitalize on these new boaters. Squadrons around the country, including Ottawa, should "talk up" the benefits of becoming members and to take some of the many courses and seminars that are available.

The Squadron and Rideau District AGMs are coming up within the next two months. Volunteers for Bridge positions are always welcome, as are nominations from the general membership. Contact me at commander@boatottawa.ca if you are a volunteer or have a nomination

A little humour thanks to Henry Beard & Roy McKie. Marina: Commercial dock facility. Among the few places, under admiralty law where certain forms of piracy are still permitted. Most marinas have up-to-date facilities for the disposal of Canadian currency that may have accumulated on board ship causing a fire hazard.

Check out our Facebook page, Ottawa Power & Sail Squadron, for tips, course listings and other useful information. Also our website at www.boatottawa.ca or thru the CPS-ECP website www.cps-ecp.ca. Using Facebook and other forms of social media is just one of the ways we are communicating with you, the Members.

Stay safe, stay healthy

*Axel Obenauf, SN
Commander*

Free Boating Information

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

Where do you get your boating information - is a paid subscription the only route?

That was my choice for years, but as social media took hold, many publications began to publish free newsletters, with detailed content and some are on a daily basis, I took note! For your consideration, I currently track the following free newsletters:

Cruising Compass – weekly
www.Cruisingcompass.com

For those interested in the cruising lifestyle, offshore sailing, navigation and weather and boat reviews. Blue Water Sailing magazine is included quarterly.

gCaptain Daily – daily
www.gCaptain.com

For those interested in international commercial marine events from ship hijackings to the US Navy in the South China Sea to offshore solar farms to Container ships and Cruise companies management. The Vendee Globe and its impact on marine shipping is also covered And if there is a major crash fire or sinking it will be on gCaptain.

Practical Sailor Waypoints – weekly
www.practical-sailor.com

For those interested in unbiased product reviews, recent articles include: A second look at flute shape; cold water survival; mildew resistant caulks and recent nautical publications for purchase. Contains no advertising but their own.

Soundings Dispatches eNews – daily
<https://hub.soundingsonline.com/subscription>

For those interested in news items from the Soundings magazine, reviews of the latest nautical books, information on maintaining boat systems, boat show news, used boat profiles; all with a New England flair. With an occasional house for sale advert for New England houses thrown in. And they are now beginning to include podcasts of local people and boat builders and related day trips.

Enjoy!

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	Robin Craig, CN
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, <u>AP</u>
Marketing Officer	Vacant
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

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(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 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

There is a little-known fact that you can drown right at the marina – in the most shocking way! It is called “ESD” – **Electric Shock Drowning**. The primary source of dangerous AC leakage current is shore power, originating on the dock or vessels plugged into it. At the dockside power source, if there is a non-functioning grounding system or an improper grounding of the neutral-white power conductor or just unapproved wiring near the water, there can easily be a charge snaking through the waters of the marina. The most unnerving aspect is that if muscles are exposed to charged water, they can become paralyzed, making it impossible to swim or even breathe. Drowning happens just that much faster since obviously, you can’t do anything to aid yourself. Stay out of the water in a marina. Never, ever go into the waters of a marina, never swim around docks or boats that are connected to shore power.

Source :

https://www.waterwayguide.com/latest-news/news/10879/an-vital-update-drowning-shocking?utm_source=iContact&utm_medium=email&utm_campaign=news_10-21-2020&utm_content=News+10-21-2020



Rideau Canal traffic in 2020 took a Covid-19 hit. The canal opened late. Traffic was down 27.8% with a total of 44,141 vessel passages recorded through the locks, compared to 61,145 vessel passages in 2019. In total, during 2020, 77.7% of the boats were from Ontario, 20.6% from Québec, only 0.2% from the U.S. and 1.5% “Other”.

Source: Friends of the Rideau Newsletter, Fall/Winter 2020, page 3.



In the previous Ripples, you were challenged to locate precisely the two Cardinal buoys between Brockville and Kingston. One was given (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. You were asked to provide its coordinates. Tom Beaver was first to respond: Spit Head West Cardinal buoy: 44° 14' 36" N 76° 22' 23.1" W.



An aquatic invasive species is any foreign plant, animal, or micro-organism that has been introduced to an ecosystem and constitutes a threat to the environment, economy, or society by taking over or out-competing native species. Recreational boating is one way to introduce invasive species. Boats may inadvertently transport the species (in ballast, attached to hulls, etc.). Moreover, fisherman

may use illegal invasive species as bait.

Three ways to stop spreading invasive species:

1. Wash all types of vessels and all equipment that may come in contact with water from a watercourse (e.g. a trailer, fish tank, fishing rod).
2. When fishing, use artificial lures or legal bait fish. Empty and wash the bait bucket more than 30 meters away from any watercourse. (Note: The provincial lists of legal bait fish is updated every year. Refer to annual publications on fishing for more details.)
3. Polish and wax the hull of your vessel. A well-polished and waxed hull is smoother, reducing the chances that micro-organisms and dirt will stick to its surface. As an added bonus, your boat will look shinier and will be easier to wash!

Source:

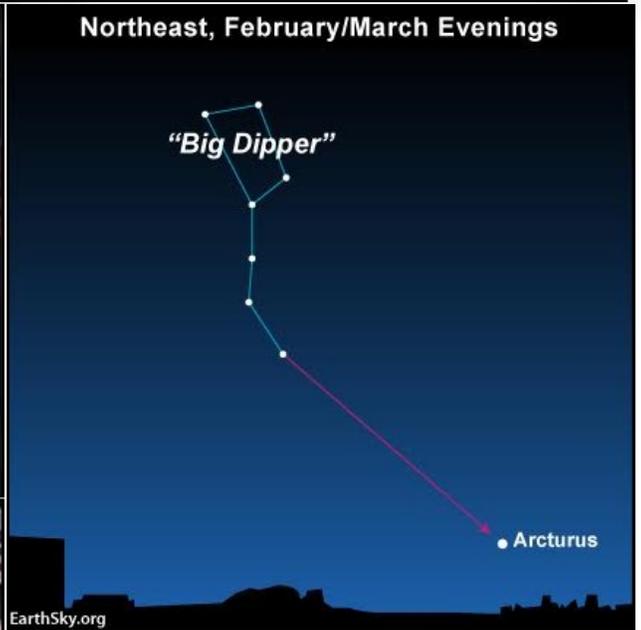
https://www.ottawariverkeeper.ca/wp-content/uploads/2017/03/BoatersBook_en-sustainable.pdf



An explosion at a fuel dock



Incredibly, the woman was not injured; neither were her husband and his daughter, who jumped off the burning boat into the water, or the fuel dock attendant who was blown off the dock.



Tonight, at mid-northern latitudes, look for the brilliant star Arcturus to climb over your eastern horizon around 9 to 10 p.m. local time. That's the approximate time on your clock, regardless of your longitude

Extend the natural arc of the Big Dipper's handle to verify that you've found Arcturus. In the Northern Hemisphere, Arcturus counts as our faithful springtime star. At present, Arcturus rises about three hours after sunset at mid-northern latitudes. Arcturus will be sparkling above the horizon at dusk/nightfall in a month or so to announce the return of spring to the Northern Hemisphere!

Bottom line: Before going to bed tonight, locate the Big Dipper in your northern sky, and then follow the arc in the Dipper's handle to find yellow-orange star Arcturus.

Source: https://earthsky.org/tonight/arc-to-arcturus-the-springtime-star?utm_source=EarthSky+News&utm_campaign=8d99cf61eb-EMAIL_CAMPAIGN_2018_02_02_COPY_01&utm_medium=email&utm_term=0_c643945d79-8d99cf61eb-395197485



The worst thing about docking are the witnesses.

From the Desk of the District Membership Officer!!!

In June 2020, I reported that Rideau District had 766 members (Brockville 153, Kingston 177 & Ottawa 436). At that time, our renewals left a lot to be desired!

Well now, our Rideau District numbers are at 785 members (Brockville 157, Kingston 179 and Ottawa 449). Let's not get excited just yet but credit must be given to our new members who joined prior to registering for one of our Online Courses and those who joined after successfully completing one of our prescribed courses. Also, a big slap on the back to our Instructors for recruiting new members across the District!

Right now, we have 478 members whose expiry date are current and 307 others who are outstanding. Our renewal rate is at 61% as a District. This will likely change drastically as we have 321 members needing renewing by April 30, 2021.

Let us look at our Ottawa Squadron now (March 01, 2021)! Our numbers are as follows:

Paid Up	Paid Up Family	No Charge	Outstanding	Outstanding Family	TOTAL
186	41	47	157	18	449
61%			39%		100%

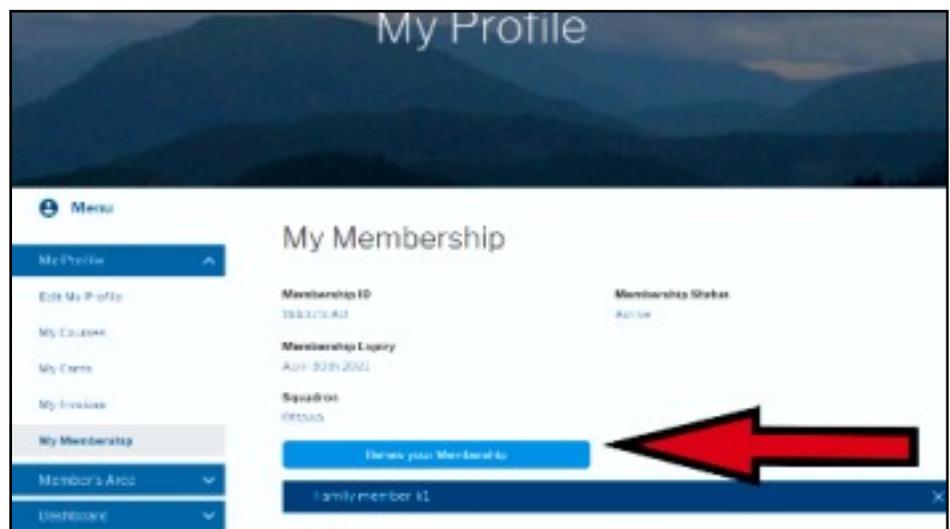
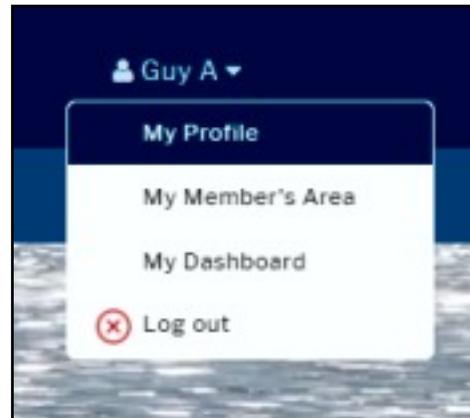
You are wondering what No Charge means: well, it is the Regular Lady, Regular Life and Associates (under 19 years of age) who do not pay membership dues, but they must all renew to simply ensure that their data is kept up to date. All members should check their profile when renewing to maintain the national database integrity!

Our percentage is like all the other 129 Squadrons across Canada. On April 30, 2021, 173 of our members will require to renew their membership. Please do not wait 'till the last minute.

Make my Day, Renew Now...

Simply: Log In (E-mail / Password), access your profile, Membership and press the "Renew Your

Membership" button and follow the instructions... using your credit card.



If you have any issues, please e-mail me directly (dmo-rideau@cps-ecp.org) and I will help you.

There are several ways to renew your membership:

- Credit Card & PayPal as indicated above.
- E-transfer sent to payments-paiements@cps-ecp.ca - Use Membership ID# as the password.
- Online Banking - Call-in to CPS-ECP Office, ask for Membership 1-888-CPS-BOAT (277-2628) Ext. 0159
- Cheques mailed to CPS-ECP National Office Canadian Power and Sail Squadrons, 26 Golden Gate

Court, Toronto, M1P 3A5. Please add your Member's ID. This is the least preferred method during the pandemic as all CPS-ECP Staff works from home until further notice.

Now for those 175 members who are outstanding since 2019-2020 – The National Membership Committee created the Membership Recovery Project / Special Renewal Incentives. The conditions are:

- The special Membership Renewal Offer is a onetime opportunity.
- Member's membership must have lapsed more than 183 days (½ year)
- Membership will be renewed to the member's normal yearly renewal day and month in 2022 with payment of one year's dues. \$52.00 and family members at \$26.00.
- Membership dues must be paid at the time of approved renewals.

Here again, if you cannot find your expiry date as indicated above, please send me an e-mail directly (dmo-rideau@cps-ecp.org). I will help you get in touch with the National Office Membership Recovery /Renewal Associate, Sakinatou Barry and make sure your membership is renewed quickly.

The New IT System has had its issues but many volunteers, CPS-ECP National Office Staff and our provider Innovexa have been working at solving many

of those issues. One of the major issues in 2020 was that members did not receive their membership renewal notices but this has been corrected for 2021 and a renewal button has been added to facilitate renewal by members. The list of projects we have been working on is too long to elaborate on but I can say that we are making progress and there is a light at the end of the long tunnel.

In closing, I hope that you reach out directly (dmo-rideau@cps-ecp.org) 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

Guy A. Ladouceur, P/D/C

National Membership Committee – IT

Membership Support

Rideau & National District Membership

Officer

Rideau District Financial Officer

Brockville & Kingston Squadron Membership

Officer

TEAMS: dmo-rideau@cps-ecp.org

E-MAIL: gladoun648@rogers.com

HOME: (613) 824-9490

CPS | Membership - CPS (cps-ecp.ca)

David's Bookshelf

By David Root

Cruising

Cape Horn, The Logical Route, (14,216 miles without a Port of Call), by Bernard Moitessier, 1969 translation from French, softcover, 251 pages. The book captures one of the greatest sailors of all time as he and his wife set out in 1965 to sail from France to Tahiti round Cape Horn and return. Moitessier

includes detailed explanations of why his boat was so capable and includes a review of what he might do if he were to do it all again. Such a journey before we now expect to have GPS et al.

A Father' Journey, Steered by Falling Stars, by Daniel Spurr, 1992, hard cover, 248 pages. If you are at all familiar with the magazine Cruising World then you are very familiar with the writings of Daniel Spurr. But his time in

prison and the loss of his son would be likely unfamiliar to you. The book follows him and his pregnant wife's sailing journey down the east coast from Maine to the Bahamas. Along the way his son dies and he is confronted with his past. A book for anyone planning the trip and a testament to the power of family and friends.

North to the Night, A Spiritual Odyssey in the Arctic, by Alvah Simon, 1998, softcover, 325 pages.

A read that kept me on the edge of my seat twice! In 1994 Alvah and his wife Diana set out to explore the Arctic in a 36-foot boat. Four months later, with Diana having to leave to take care of an ill parent, we find Alvah alone, high above the arctic circle, 100 miles from the nearest settlement, except for a small cat. Their adventures in the polar night are spell binding. Diana returns in the spring, the monumental journey continues, to earn them both the 1997 Cruising World Seamanship Award.

Outrageous Grace, Taking the Long Way Home, by John Otterbracher, 2009, softcover, 244 pages. John and his family learned to sail on the Great Lakes grew confident enough to take a sabbatical, to sail the Atlantic and to tour the Mediterranean. But seven (7) heart operations in eight (8) months raised serious questions as to whether or not a sabbatical was even realistic. But then turn the page and they are back sailing on the Gulf Stream. Check out his still healthy and confident website at www.outrageous-grace.com.

Passage to Juneau, A Sea and Its Meanings, by Jonathan Raban, 1999, hardcover, 435 pages. A recognized writer and accomplished sailor, Raban wanted to sail from Puget Sound to Juneau, Alaska, to document the passage, study the sea and Indian Mythology. And there was also time to improve on his relationship

with his daughter. What he did not know at the start was that he would be divorced by the end of the trip. Definitely a book to have as you make this cruise for his focus on seas, currents and anchorages and the history would fill any quiet hours on your journey.

The Water in Between, A Journey at Sea, by Kevin Patterson, 1999, softcover, 292 pages. In 1994 Kevin, a Canadian, whose military career and that as a physician were in the dumps and his long term girl friend had dropped this morose young man. What to do... he bought a 20-year-old concrete ketch with visions of sailing to Tahiti. Well, he did and then to French Polynesia. The journey, he knew less than he thought, the partners he selected who were as lost as he, combined with lots of cigarettes and adventures proves perseverance can win out.

Boats and sailing

From A Bare Hull, by Ferenc Mate, 1976, hardcover, 534 pages. Ferenc, a Canadian from British Columbia built a 32-foot Westsail from bare hull and deck at a time when he was a consultant to Westsail Corporation. This was when he crafted this encyclopaedia of a book complete with dozens of photos and drawings of every piece for a sailboat, including reviews of sailboats and engines. All indexed

and labelled. It's what you need to understand how a boat is constructed and how you can maintain it. Considered a most comprehensive classic in its day.

How To Sail Around The World, Advice and Ideas for Voyaging Under Sail, by Hal Roth, 2004, hardcover, 464 pages. With 37 years at sea and over 200,000 sea miles, Hal knows what will work on a boat and how to fix it. This book reviews all the parts from sail inventory to anchors and associated chain and everything in between and explains how they work at sea while commenting on vessels to consider while ensuring how to stay warm and dry.

Seawise, by Don M. Street Jr., 2004, softcover, 331 pages. First published in 1979 and updated in 2004 by an internationally recognized career sailor with over 300,000 sea miles in his 46-foot engineless yawl. The 2004 prologue runs to some 80 pages. This sailor wanted to be relevant, promote safety and show you the way to sailing in the Lesser Antilles and cover the myriad of issues that affect boat design and fair weather sailing. If you have read some of his 200+ sailing articles you now see what made him so passionate about the world of sailing.

The Sailing Dream Part III – Buying our own Sailing Catamaran

By Shaun Clare

After chartering many different catamarans in numerous sailing areas, we finally felt that we had a good idea of the features we really like, and those that we can live without. With retirement less than two years away, it was time to start shopping for our own catamaran – a thrilling but daunting task, as most cats are located in, either, Florida, the Caribbean, or the Mediterranean.

This fact added a complicating factor to our “wish list” – we had really hoped to buy a boat that was already registered in Canada, so we could bring it into Canada without having to pay HST on it. At 13% of the value of the boat, we would potentially have to pay \$45,000 or more in tax the first time we crossed the border and brought the boat home so we could sail in Canadian waters. Being able to sail the boat in Canada was important to us – not only so we could use her here until we were ready to head South, but also because this is where our love of boating began – it only felt right having Ottawa as her home port.

My Dad, Art Clare, was a long-standing member of the Canadian Power and Sail Squadrons, and introduced my wife Anne and I to the organization. CPS and boating were a big part of Dad’s pre- and post-retirement – he was a proud member, and always promoted CPS to those who weren’t familiar



The Prescott harbour at dusk

with it. Dad served many posts within the organization over the years, and eventually became the Commander of the Britannia-Rideau Squadron in 2013.

Dad taught Anne and I our very first CPS course – the general Boating course – where we learned the fundamentals of how to safely operate a vessel. We were amazed at the scope of topics covered in this initial course, such as the safety items that legally must be on board a vessel of a given size, the basic concepts of navigation and aids to navigation, how to properly anchor a boat, what the various lines are called and what they are used for, and how to tie commonly-used knots. At the end of this course we both realized how much more there was to learn, so we continued on with numerous other classroom-based courses (these days CPS also offers many of these courses virtually). In the end Anne and I acquired our

Boating, Maritime Radio (VHF) and DSC, and Piloting accreditations. I went on to complete the Fundamentals of Weather and Global Weather courses.

My Mom and Dad owned a 38 foot twin-diesel River Queen, and we spent hundreds of hours touring the Rideau, Ottawa and St. Lawrence waterways with them on that boat. It was such a great opportunity to apply what we had learned in class to the real-life world of boating – made even better because our in-class teacher was there with us! Once we felt confident, we would take the boat out on our own for extended trips. It’s because of these memories that being able to bring whatever catamaran we bought back home was important to us – we wanted to take our boat to some of the same places we have visited in the past, and to discover new ones.

The search for our boat began – we had been looking online for years before we started looking seriously, just to get a sense for what the market looked like at any particular time, and how much boat we could expect to get for how much money. During that time, we came to realize that catamarans are extremely rare in Canada. There were many times when there was not a single cat over 30 feet in length available in the entire country.

Despite this, we figured we might as well start our search “locally”, so we went onto a number of the largest boat marketing websites we had been browsing in the past, and looked for boats currently located in Canada. We found exactly three. Two were in Vancouver, BC (a Canadian catamaran “hotspot” as we had discovered from some of our early searches – if there was a catamaran available anywhere in Canada, it seemed to be in Vancouver). The third showed up as being at a marina in Iroquois, Ontario – a 40-minute drive from our house! Really? For all the searches we had done in years past, the closest to us was one we saw online perhaps 3 or 4 years ago that was for sale in Toronto – that was well before we were ready to buy one, but it did tell us the rarity of finding anything close to us.

The boat we found at Iroquois Marine Services was a 30’ 1998 Endeavourcat Mark II. It was smaller in length than we had planned to purchase, but she appeared to have a ton of space on board, with a huge galley (boasting 10 feet of counter space), two queen-sized berths, a large head with separate walk-in shower, and 6’4” of headroom (I’m 6’3” tall, so really didn’t want to have to

crouch while walking around aboard). She had twin Volvo diesels with saildrives (each with less than 1,000 hours of use). All of these points checked our boxes, and met or even surpassed the amount of space found on some of the cats we had sailed that were much larger. The secret seemed to be based in the boxy overall shape of the boat – at first glance she looks a little chunky, but having the extra space was a huge bonus.

One big factor that remained to be determined was her seaworthiness – we wanted a boat capable of sailing at least as far as the Bahamas, and further South if at that point we decided we wanted to keep going down the Caribbean island chain. It turns out a sistership of hers had sailed from Clearwater, Florida to Australia via the Panama Canal, and is still sailing there today. We liked her pedigree, and further research showed us that these “little” cats are built like tanks.

This was enough for us to call the person selling her (it was a private sale), and we set up an appointment to see her. Within a couple of days we were on our way to Iroquois to check her out.

We were amazed at the condition of the boat – you never really can tell much from pictures, which seemed to show her in immaculate shape – but as soon as we were on board (she was on the hard for her Winter storage), the attention to detail and overall condition was better than we could have hoped for.

My Dad was a Canadian Military engineer and I was accustomed to the detailed maintenance regimen he used for regular upkeep on his boat. The person selling this catamaran was a retired Canadian

Air Force pilot who also used checklists for absolutely every bit of maintenance that was done on this boat to ensure nothing was missed and was done on schedule – then all of this was recorded in his maintenance log, very much like my Dad would do. The engines looked like they had never been run. The bilges were spotless. The gelcoat was in near-perfect condition. Everywhere we looked and everything we saw just seemed to tell Anne and I that we were looking at our sailing catamaran!

I arranged for a marine surveyor to check out the entire boat, including doing standing rigging and engine inspections. I was there with him to get his candid feedback as he went through the boat, and he told me he was very impressed with her condition, which he rated in the survey as “Very Good”, defined in his report as “Essentially as new in appearance and operation”. We were thrilled.

We put a deposit on the boat to hold her, with the final sale being conditional on a successful sea trial (during which we would also have our surveyor on board) and for the next few weekends I assisted the seller with performing all the Spring commissioning tasks that he would typically do to get the boat ready prior to launching. I was especially impressed with the level of detail he went through at each step of the process. One example were his bilge inspection/tests – about 5 gallons of fresh water was poured into each bilge, then one by one the electric bilge pumps were tested for operation and efficiency, then the manual Whale pumps were tested. Once complete each bilge area was sponged down, and wiped dry. Then each through-hull was

opened and closed ten times to ensure the valves were working and had been exercised. All hoses to each through-hull opening were inspected for chafe, stiffness (aging) and each stainless hose clamp checked for condition and tightness. Any wires located in the bilges were checked to ensure they were secure, in good condition and that connections were tight and corrosion-free.

This went on for every system on board, and by the end of the commissioning process I was highly confident that we were buying a safe and well cared-for boat. We were so fortunate to not only have found a seller that was so particular about boat maintenance, but also that he was willing to spend the time he did going over every system on the boat with me.

The sea trial went flawlessly, and we closed the deal that same day. TUSK – named by her previous owner using the acronym for “The Ultimate Sailing Kitchen” – was ours! The next day Anne and I left Iroquois to bring the boat to our marina in Prescott – we had booked and paid for our slip in advance of the sea trial – a small price to pay if the trial didn’t go well (although we felt there was little risk of that).

We feel so fortunate to have not only found this particular boat, but that she was located so close to us and was purchased at a reasonable price. The bonus is she is a Canadian-registered vessel (the previous owner had paid the tax when he imported her), so we can sail her anywhere we choose, and bring her home as often as we like.

Last year we spent a total of 50 nights on board, most at anchor. We visited some of our favourite



TUSK stern quarter

spots in Gananoque that we had previously cruised to with my parent’s boat, and discovered many more amazing anchorages throughout the Summer and Fall. We sailed as far West as Picton, Ontario, to visit wine country.

We had the boat hauled out at Iroquois at the end of September, and she is sitting on the hard now, waiting for another season of sailing next year. We plan to continue to explore more of the 1000 Islands and Lake Ontario this year, and are hoping to get all the way to Niagara-on-the-Lake – with more wineries to tour, and so much to see along the way, it should be a beautiful sailing trip.

2021 will be our last full boating season in Canada, as we plan to head South via the Erie Canal, the Hudson River and then the Intracoastal Waterway beginning in August of 2022, with many ideas of the tropical locations we want to cruise as hurricane season draws to a close at the end of November 2022.



Galley looking forward

We’ll share our plans in the upcoming 4th part of this series - until then, Spring is just around the corner, and boating season is fast approaching – we can’t wait.

Next instalment: Planning our journey South

The Sailing Dream - Recipes Afloat

By Anne Vaillancourt

Fresh bread, baked while anchored out in a beautiful bay, is a true luxury. The aroma and flavour are well worth the little effort needed. Bread is difficult to keep fresh on a boat, especially if you are lucky enough to be in a hot and humid tropical climate. It stales quickly and is sometimes even difficult to find at a store depending on where you are. Learn how to make your own and you'll be that much more self-sufficient on your floating home. Your crew will also love you!



Anne's Bread

When we have chartered sailing catamarans in the Caribbean and French Polynesia, we always had an oven on board, and now that we have our own sailing cat with an oven here in Canada, the first thing I baked on board was this beautiful crispy country loaf.

You will need a Dutch oven, and although this is a large and heavy piece of galley gear, it is, as all things on board should be, multipurpose. It can be used in the oven, or on the stove for a multitude of one pot dishes and holds its heat very well. In my opinion, it's a "must-have". A small digital kitchen scale is also great and takes very little space. When baking, it provides a much

more accurate measurement of ingredients.

Along with a few basic techniques, the other important thing to know is about protein content in flour. I found out the hard way that flour in the Caribbean is very different from all-purpose flour in Canada. My first couple of tries in the Virgin Islands failed, and then, after some research, I discovered it was because the flour I was using did not have enough protein. To make a good loaf your flour should have at least 12% protein. To calculate this, you need two pieces of information: the

number of grams of protein per serving and the number of total grams of flour per serving. For example, the common brand of flour I use in Canada has 4 grams of protein in a 30-gram serving of flour, which comes out to 13.3% protein. It's awesome and works wonderfully. In the Caribbean you may need to look for bread flour to come close. Just do a quick check of the nutritional facts on the label to be sure.

I hope you try this out even if the first time you do it is in your home oven. If your boat oven can't quite get up to the 445-degree temperature required, just add a few extra minutes to the baking time.

Ingredients:

- 650 g all-purpose flour (*or flour with at least 12% protein as noted above*)
- 7 g Instant or active dried yeast
- 8 g Salt
- 480 g Water
- 20 g Vegetable or olive oil

Directions:

Start the recipe by adding all of the dry ingredients to a bowl and whisk them together. Add the water and oil, then mix with the handle of a wooden spoon into a shaggy, sticky dough.

Cover the bowl with plastic wrap and allow the dough to proof (rise) for 45 minutes.

After the 45 minutes, turn the dough out onto a slightly wet worktop and knock it back for 30 seconds (I call this slapping the dough – lift, slap in down on the counter, fold it over on itself, turn it and do it again about 12 times - it's fun!). The dough should now

appear smooth and silky, put it back into the bowl, cover and set for 30 minutes.

Prepare an 8in / 20cm wok or similar vessel by greasing with butter.

After the second rise of the dough, repeat the process of turning it out and knocking it back for a further 30 seconds, form the dough into a ball shape and place it in the wok smooth side down, sprinkle a little flour over the dough and cover

with a dry lightweight cloth, and set your timer for 30 minutes.

Preheat your oven at the same time to 445°F, and place your Dutch oven in the oven, as it needs to be heated up for 30 minutes to reach the correct cooking temperature to bake this bread.

After the 30 minutes carefully take the very hot Dutch oven out of the oven, remove the lid, and tip the now risen dough from the wok into the Dutch oven, give the Dutch oven a quick swirl to centralize the

dough, replace the lid and get it back into the hot oven for 30 minutes.

After the 30 minutes, carefully remove the lid and bake for a further 5 minutes with the lid off, this will make the bread a little crustier.

Remove the Dutch oven from the main oven, carefully tip out the loaf of bread, and place it on a wire rack to cool for 20 to 30 minutes before slicing.

Should You Rethink Your Reliance On GPS?

By David Root,

The following is drawn from a January 21st opinion piece in the New York Times: “Our GPS System Is Too Vulnerable” by Kate Murphy, commercial pilot, journalist and author.

Since 2000 when GPS became publicly available, questions have been raised about the signal and its vulnerability. First, the satellites themselves are at risk of being hit by space junk and the signal, from such a high orbit, is considered very weak and subject to interference.

Second, the signals are subject to spoofing. This was documented in 2008 when the threat was just from hackers, but in the past five years more than 10,000 incidents have been attributed to Russia and China alone including Ship’s Captains reporting errors of 20-120 miles while off the coast of Russia and ships disappearing from the plotting screen off China.

Spoofing units are now so inexpensive local teenagers can afford to use the technology to tell their parents where they are not? A spoof can affect all GPS units in the vicinity, not just the one targeted?

What to do? – The US government, in 2018, passed the National Timing and Resilience and Security Act to establish a new system in two years. Not yet implemented!

Why? In 2010 the current GPS system costs \$1.7 Billion a year to operate, maintain and no Agency has stepped forward to take responsibility to manage or reduce this expenditure. So, alternatives were considered, eleven to date including LORAN, fibre optics and satellites closer to Earth orbit.

While this was occurring President Trump in February 2020 signed an executive order titled “National Resilience Through Responsible

Use of Positioning, Navigation and Timing Services.” The essence of the order was that GPS users (that is you) need to have their own contingencies in place should outages or corrupted data appear.

Then early this year, Karen Van Dyke, Director of the Office of Positioning, Navigation and Timing at the US Department of Transport, predicted there would not be a one-size-fits all approach and that the government would focus on critical sectors.

A report was submitted to the U.S. Congress in January 2021.

While the debate goes on, make sure you know how to get back when data is not available!



Waiting for Spring

Kingston to the North Channel and Back: Part 2 – Pelee Island to the North Channel.

By Rob Saloman

June 25th 2017 and Day 8 of our passage as we departed Pelee Island in stiff WSW winds yet again heading for the Detroit River. We motor-sailed with our jib only, given the state of our main sail. Laurel was happy to see the last of the turquoise waters of Lake Erie as we approached the shipping lanes which dog leg about 7 nm out into the lake to avoid some shallows on the Canadian shore. There's no chance of missing the king-size RACON markers of the up-bound and down-bound channels into the river as we start to keep an eye out for lake freighters. Ohio, Michigan, and Ontario are all in sight as we turn into the up-bound channel.

The Detroit River is not what you might expect in terms of heavy industry although there is certainly some of that. There are also beautiful, stately homes and both Detroit and Windsor have lovely water fronts. Even more unexpected are the turquoise waters and a Sunday airshow to entertain us on the Michigan side. There's plenty of time to enjoy all of this motoring against two knots or more of current for the 20 miles or so to Windsor where we spend the night at the Lakeview Marina with a dinner out with friends after a 45 mile, 9-hour passage.



Motor-sailing with our jib as we cross under the Ambassador Bridge at Windsor and the University of Windsor Campus where our son Justin attended school previously.

June 26/17, Day 10 and our plan is to make our way another 45 miles to Sarnia and a visit to Boston Sails, a Doyle sail loft, for repairs. We left the Detroit River and set out across Lake St. Clair staying in the shipping lanes since much of the lake has only 10 to 15 feet of depth. We were able to motor-sail on our jib again and with a break from river current for the 19 miles to the mouth of the St. Clair River. Then it was back into 2-3 knots of current again but lots of nice houses to look at and freighter traffic to avoid. The current is really crazy for a few minutes as you cross under the bridge at Sarnia where Lake Huron dumps into the river but then you are out into the lake with the Sarnia Yacht Club (SYC) immediately to the starboard. SYC has a tight entrance but with range markers to help. We took advantage of their fuel dock to top up our diesel and sign in and then it was off to dock between pilings. It was a tight fit and we aren't used to pilings to tie up but fortunately most of them were padded and we squeezed in. We ran to help our friends Pierre

and Sue on Encore and they had it even tighter. Fenders are useless with pilings of course. There was some docking angst but we got them tied up and we settled in for dinner on

Soul Mate. SYC has great facilities and are very accommodating plus they were a bargain at \$44/night.

We had contacted Boston Sails before arriving so they were ready for us next day. They were also in Point Edward, walking distance from SYC, but not carrying a main sail so they were kind enough to pick me up and bring me back to their loft. They laid out our sail and assured us they could have it fixed by the end of the day. The others went grocery shopping while I stayed on the boat to work on another repair, a broken dipstick handle for our Yanmar gear box - nothing a little epoxy couldn't fix until I could order a new one. True to his word, Spike at Boston Sails had our repair done by afternoon so I walked up to the loft and they delivered me back to the boat with our main sail all fixed up. I think they only charged \$100 and they did a great job. I would recommend them to anyone.

June 28/17, Day 12 and after two nights at Sarnia Yacht club we are well rested, repairs made, fridges and diesel tanks full, and ready for the 42 mile passage to Bayfield. We had light SW winds today so we decided to put up our spinnaker for our NE run. Lake Huron was calm and winds were very light so we eventually had to motor but we

had four hours of the 8-hour trip sailing our spinnaker. I was looking forward to arriving in Bayfield where I had sailed as a teenager. In fact, all of Lake Huron was a blast from the past nostalgia trip for me as I grew up visiting family and friends' cottages all along the way.



*Soul Mate's spinnaker run to Bayfield
courtesy Hal on C'est le bon*

We arrived in Bayfield late afternoon and tied up at the Village of Bayfield Marina where we met Hal & Terri from Texas on C'est le bon, a Beneteau 423. They were doing the Great Loop and had been virtually everywhere up and down the West and East Coasts over the years. They had motored past us from Sarnia and presented us with photos of our spinnaker run. Hal said Terri's policy was if they couldn't sail above seven knots they motored. Hal played guitar so I was happy to have a buddy to jam with. Bayfield is a lovely small town and mini boating mecca with multiple marinas, a yacht club, a chandlery and lots of quaint shops and restaurants. We walked into town for an evening stroll with an ice cream stop and returned to the boat for a group dinner on the marina picnic tables followed by some guitar playing with Hal and bed.

Friday morning, June 30, Day 14. We had spent two nights in Bayfield as Pierre and Sue had some family business to attend to and Bayfield was lovely so we didn't mind. The Marina even had a car for us to borrow to check out the local grocery store. Departure today was 6 AM, most unlike us, but we had 65 nm to our destination of Port Elgin. Yet another day of motor sailing on a calm Lake Huron as we passed Kincardine and Goderich with arrival in Port Elgin eight hours later at 3 PM. We walked the beach and town that I grew up visiting annually as a child, had dinner back at the boat, and watched the first of several beautiful Lake Huron sunsets.

July 1/17 Day 15 and Canada Day! We could have stayed in Port Elgin and taxied into Southampton four miles north which is a very quaint tourist town and where all the Canada Day celebrations were happening. Instead, we opted for a night at anchor off Chanty Island

since there is no docking in Southampton. It seemed like a good idea at the time and it started off well but more on that later. We did anchor there and we dinghied into Southampton for the day. Another place from my childhood where my Aunt and Uncle had a cottage and it's a great little town that was totally committed to celebrating Canada Day in a grand fashion. We greatly enjoyed the shops, fresh fries and lemonade, some local history, and dancing to live music. Then it was back to the boat to watch the 10 PM Chantry island was not a very good block from the NW wind and waves so it was a bumpy, sleepless night. We tried moving closer to the island once but that didn't help. I took the blame on this one as it was my idea to anchor there. Encore and Soul Mate were happy to depart for Tobermory next morning, dodging the underwater breakwater between Chantry and Southampton which did not show up on our Navionics charts but a channel was marked at least. Just one more reason to avoid Chantry Island.



C'est le bon, Encore, and Soul Mate tied up at the Village of Bayfield Marina, Bayfield River.

July 2/17, Day 16 onward to Tobermory 55 nm to the north with no real ports of refuge along the way. Fortunately we made it to the fuel dock in Little Tub Harbour just behind the Chi Cheemaun Manitoulin Ferry and just ahead of a wicked storm front. We rode that out at the fuel dock, got some diesel, and headed to our slip where we met up again with Terri and Hal on C'est le bon. Encore was already there too.

miles to the west but we left that for another day. In fact, we were tired after 2.5 weeks of mostly long passages so we decided to just relax. Thomas Bay was so beautiful and we had it pretty much to ourselves with Encore so we stayed for three nights enjoying the striking landscape and clear waters. We swam, hiked among the rocks, did yoga and just generally wound down from our long trip west and north.

July 6 Day 20, our last night in Thomas Bay we had another relaxing day and watched the sunset anticipating with excitement our return to the North Channel for our fifth time next day.

To be continued in Part 3 – North Channel to Mackinac Island

Rob Saloman is an RYA Yachtmaster and a Sales Consultant with Breezeway Yachts. Rob and his wife Laurel have been sailing the Great Lakes system 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".



Riding it out at the fuel dock as others sought shelter. It was violent but brief.

July 3, Day 17, we opted for a short trip north past Flower Pot Island to Club Island in Georgian Bay for the night. Fifteen miles that we were able to sail. We anchored in the small bay in crystal clear water about 10' deep looking at our anchor on the bottom.

We enjoyed some amazing sunsets while alternating dinners between boats and enjoying the good company.

July 4/17, Day 18 we motored the 25 miles from Club Island and past Kilarney to Thomas Bay in the northwest corner of Georgian Bay. It was dead calm when we arrived in paradise after maneuvering through the rocky landscape into the bay. We were done rushing to get to the North Channel just seven



Hiking Flat Rock Island, Thomas Bay

A Small Boat Rig Primer for Messers

By *Burton Blais*

Behold the small boat rig, so varied in its configurations and combinations, each variant evolutionarily suited to a particular purpose. For the smarty-pants set, nothing cultivates the admiration (or so we delude ourselves) of the less initiated like being able to look at some vessel in a harbour and comment on what a fine cat ketch she is, or see the fine springy sheer on that sharpie. So here I offer the following definitions to improve your vocabulary and level of conversation when trying to impress company in polite society. And they must be polite indeed to listen to you carry on about boaty stuff.

For starters, consider the ubiquitous Marconi rig. The term "Marconi" was originally coined to refer to modern sloop rigs with triangular mains and jibs on a tall stayed mast (the height of the masts, taller than anything that had preceded this rig, inspired the comparison to the tall stayed masts developed by the Marconi Wireless Company to serve as radio transmission towers). The typical stayed gaff rigs with a headsail so prominently featured in trade boat mags would be a form of the sloop rig (which Marconis are essentially a sub-category of).

Sloop is the general designation for any rig with a mainsail (regardless of shape) and headsail combination. It can also be what I call the slurping sound my office-mate makes when he eats soup, though here I am straying.



Sloop with a Marconi sliding gunter rig

A cutter is much the same as a sloop albeit with at least two headsails (e.g., staysail, jib and yankee) - not sure if cutters are considered a sub-category of sloops, so we'll just say "cutter" and leave it at that to not appear ignorant.

A yawl is any rig with a main mast and a smaller mizzen abaft the steering station (though this exact location is somewhat hard to define for most small boats which have a transom-hung rudder: the general rule here is that if the mizzen is obviously set well aft and has a very small sail that serves more to balance than drive the hull it is regarded as a yawl), and the yawl designation is irrespective of mainsail shape or whether she carries a headsail.



*Drascombe
Lugger Yawl
with boomkin*

A ketch is similar, though usually with a larger mizzen which actually contributes significantly to driving the hull and is set on a mast located forward of the helm station (this is pretty obvious for any type of boat, regardless of how the rudder is hung); such vessels may be hard for y'all to

ketch up with (see what I did there?).

The schooner is a two-masted vessel with a taller aft-stepped main mast and a smaller foremast stepped for'd, regardless of the shape of the sails or whether she carries headsails - some designs have two masts of the same height and carry two sails of similar area, and it's anyone's guess if they should be referred to as schooner or ketch rigs (guess it depends on your mood and whether you want to be reckoned a "schoonerman"). Interestingly, a Seapearl I once owned could be either a schooner or a ketch, depending on which hole you plunked the mainmast in (though she goes from having neutral helm in proper ketch format to weather helm in schooner rig,

with no particular performance advantage for the latter, unless you want to be admitted to the schooner races in Chester, Nova Scotia).

*SeaPearl 21'*

A cat rig is a single mast, usually set well forward, carrying a largish mainsail and nothing else, traditionally the main being of the 4-sided gaff variety (though leg-o-mutton variants are common in small craft). But here's a question: is any small vessel with a single large driving sail set forward (as they necessarily must be for proper balance) a form of cat rig? Is my Chesapeake crab skiff, which is rigged with a large sprit sail, considered to be a cat? Not sure about that, but one thing is certain, no one knows the true origins of the terms "cat" and "schooner" when describing sailing rigs, though there are several well-known anecdotes on the subject.

*Chesapeake Crab Skiff*

Still with me on this?

Now, of equal interest when talking about small boats to show off your impressive knowledge is describing the hull types, which go hand-in-glove with rig types, and it is interesting to try to nail down the definitions for the terms sharpie, dory, cat (hull, not rig descriptor in this case), and so on. Again, while there are obvious archetypes for these, there are many modern adaptations which blur the line.

So, while a sharpie is generally taken to be any hull form where the beam is relatively narrow in proportion to the length (e.g., my crab skiff has a touch under 5' beam on 15' LOA) - being originally developed as flat-bottomed boats in the Chesapeake Bay area for the inshore fishery, though ultimately refined to have moderate deadrise vee-bottoms and even arc-bottoms - how would one classify, say, the Seapearl? She has very definite sharpie characteristics (wee bit over 5' beam on a 21' hull), yet her rounded bilges are more reminiscent of whaleboats (which to my knowledge don't have a specific category, but one generally knows one when one sees one - hum, four "ones" there), and she has a dory-style tombstone transom.

Dories are another example of how confusing things can get, as they are traditionally defined as having narrow bottoms,

flared sides and a tombstone transom. The main reason for this configuration, of course, being for the purely practical purpose of stacking multiple dories on the decks of fishing schooners (the resultant load-carrying capacity here is a happy side-effect, though not unique to the dory style, as sharpies also have tremendous carrying capacity, and so do peapods, for that matter). A striking example of form following function. Yet, for all intents and purposes those hulls also share a key characteristic of double-enders with respect to having a very narrow transom at the waterline, which makes them excellent performers in following seas. Speaking of double-enders, peapods and modern interpretations like the Exploration 18 (see photo above) are hard to peg - are they dories, sharpies, or perhaps miniature whaleboats? The latter design was inspired by un-specified British inshore fishing boats, but what, exactly are they? Fun boats, of course, and maybe we just leave it at that.

Catboats may seem easier to spot because they are essentially any large-beamed hull (the classic type having a broad transom) where the beam is almost half the length of the boat.

*Cat Boat*

But then, how would you categorize John Welsford's Houdini design - has a lot of elements in common with the American catboat form, such as a wide beam in proportion to length (i.e., almost 6' at the gunwales on a 13' hull), has a mainmast set well forward sporting a standing lugsail (which looks and behaves an awful lot like a cat rig), but it has a very narrow bottom reminiscent of the



Houdini 13'

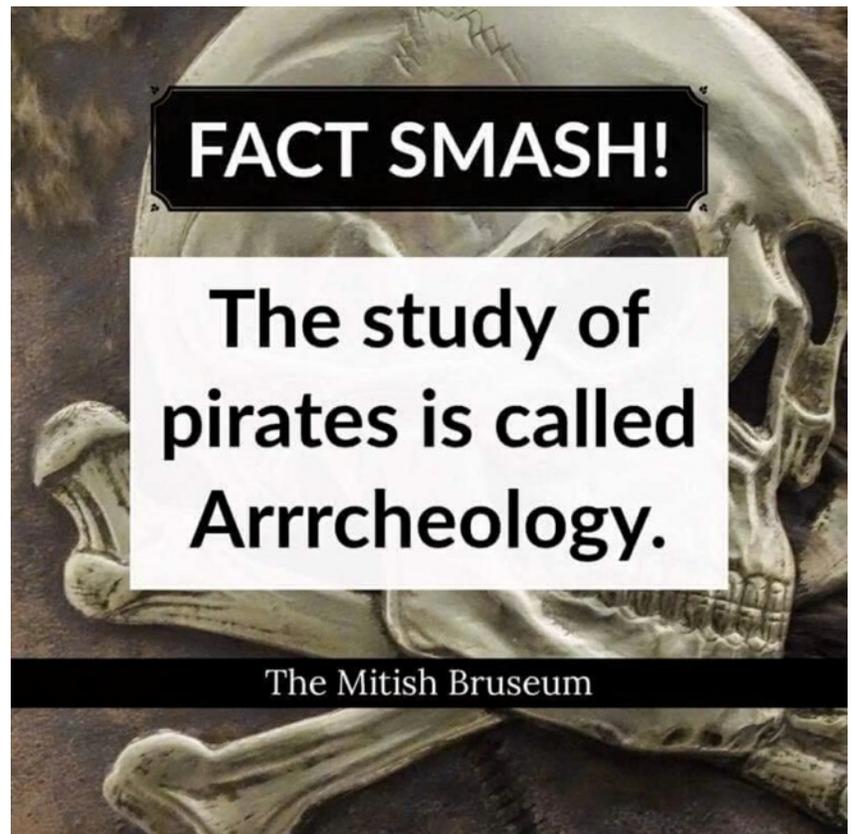
dory type. It's actually a very interesting boat, with great form stability while sailing surprisingly fast and rowing, um, adequately, because of that narrow bottom.

All this brings to mind how the ancient art of recognizing rigs and hull form has its modern parallel in plane spotting, where our World War Two-era forebears needed to be able to distinguish aerial

silhouettes so they could tell whether that buzzing thing up there was a Messerschmidt or a Spitfire (kinda important to know the difference, as one meant a severe thumping was in store while the other was salvation). I can

imagine those ginger-haired inhabitants of the 9th Century British Isles having a keen interest in knowing how to interpret those approaching silhouettes on the seaward horizon, for 'twas either local fishermen returning with the promise of a feast, or a horde of blood-thirsty Vikings poised to descend on the village.

I guess one shouldn't get too hung up on definitions, though there are instances where knowledge can be of practical value. Ah, but for those of us who are mere messers, with nary a worry for what approaches in the distance (lest it be a screaming cigarette boat), let it suffice that some boats just work out really, really well, regardless of what they are called, and in the end isn't that all that matters?



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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