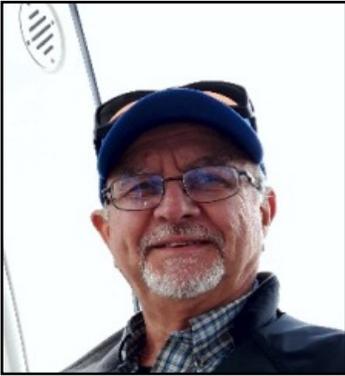




## Commander's Message



Summer is coming, the boat is in the water and all is working as it should, or is it? Have you checked your safety gear? Life jackets, PFDs, flares, etc. To ensure that your vessel is in compliance and is safe, have a CPS RVCC check completed by one of our Squadron

Volunteers. Look for details in an upcoming e-blast or check our Facebook page for dates and locations.

Speaking of flares, disposal days are coming soon. Ottawa Squadron has a day reserved, although this may be subject to Provincial Health regulations. Stay tuned and watch the Squadron Facebook page and e-blast for further details. Spread the word to your fellow boaters.

The Office of Boating Safety has released some interesting statistics on lives lost due to boating accidents. See the article below for details. It's not something we should ignore.

Recently, Ottawa Squadron has taken on an ambitious project led by AEO Tom Beaver. Boating courses B2, B3, B2/3 combined, B4, Weather for Recreational Boaters and Operations Training, are being enhanced on the Moodle LMS (learning management system) platform. This initiative involves animation, graphics, quizzes, video and narration.

This project was taken on to finish work started by Ottawa and the CPS Outreach Team and is for the benefit of all CPS Squadrons. Expected completion is in time for the fall course listings. Funding for this project is through a generous grant from the CPS Foundation.

At the AGM held in April, we have elected a full slate of ExCom Members. Because of space limitations, the full list is on the Squadron's web page.

Finally, stay safe, stay healthy, and enjoy the summer.

*Axel Obenauf, SN  
Commander*

## *Captain's Commandments*

- *I am the Lord, thy Captain, there is no higher authority aboard this ship*
- *Thou shalt not disobey my order*
- *Thou shalt not tell me a lie*
- *Thou shalt never lose thy cool*
- *Thou shalt not take any strong drink or any strong drugs other than with my permission*
- *Thou shalt not sleep on watch*
- *Thou shalt not waste water*
- *Thou shalt not hassle thy shipmate*
- *Thou shalt not piss to winward*
- *Thou shalt not bitch*

*So be it!*

*Captain Finbar Gittelman*

*Jopsail Schooner Wolf*

## The 2021 – 2022 Executive Committee

Squadron Commander	Axel Obenauf, SN
Immediate Past Commander	Court Harkness, SN
Executive Officer	Jim Buckingham
Administration Officer	Guy Ladouceur
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	Terry Hamilton, JN
A/Membership	Joan Feltham, AP
Secretary	Robert Dandurand, P
Communications Officer	William M. Hall, P
Public Relations	Donald Partridge, AP
Marketing Officer	Robert Willis
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	David Root

### Squadron Mailing Address

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

Cdr Axel Obenauf  
(613) 825-2882

## 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*

**Please check the website for updates and latest information:**

[boatottawa.ca/events.html](http://boatottawa.ca/events.html)

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



## Scuttlebutt

By Robert Dandurand, P

Due to the availability of Chart 1: Symbols, Abbreviations and Terms as both printable PDF files and HTML format on [charts.gc.ca](http://charts.gc.ca), the Canadian Hydrographic Service is permanently discontinuing the printing of Chart 1: Symbols, Abbreviations and Terms as of January 2021. Advances in technology bring a new era of marine navigation with a focus on digital and electronic products. The Canadian Hydrographic Service is transforming the way it delivers quality data and services to clients, in a timely manner, to support decision-making. For more information, visit [www.charts.gc.ca](http://www.charts.gc.ca).

Source:

<https://www.charts.gc.ca/publications/chart1-cartel/index-eng.html>

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“Ring around the moon, rain is coming soon”

A halo around the sun or moon is one of the better weather predictors visible in the sky. The high cirrus stratus clouds that cause halos are often the first visible sign of an approaching warm front, bringing wet weather. Studies have shown that on two out of three occasions,

rain or snow will arrive within 18 to 36 hours after a halo has been spotted.

Source: Blame it on the Weather, 1998, page 22.

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The Canadian Coast Guard (CCG) Notices to Mariners (NOTMAR) Web site provides you with the necessary information to update all of your charts and nautical publications. It will advise you of new initiatives, services and also of some important announcements concerning the maritime community.

The following publications can be downloaded or consulted online. You can also receive an email notifying you that the Monthly publications are ready by creating an account or by changing your profile settings to include them.

- Current and Previous Monthly Editions
- Annual Notices to Mariners
- Monthly Summary of Temporary and Preliminary Notices
- Annual Summary of Temporary and Preliminary Notices
- List of Lights, Buoys, and Fog Signals
- Cumulative sailing directions corrections by region

Source:

<https://www.notmar.gc.ca/index-en.php>

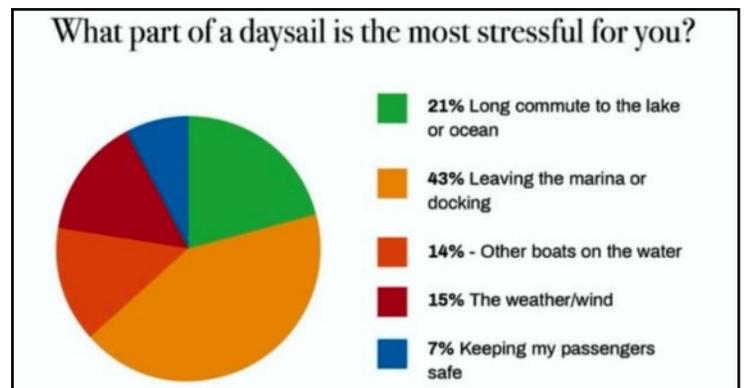
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The summer of 2021 presents a wonderful opportunity to get off the docks, venture out onto the water, find a new bay, cove or fishing hole and enjoy your boat. Please be mindful while you are out there – rafting multiple boats together is not recommended. The Boating Ontario directory contains a wealth of information on facilities and local activities

Source:

<https://files.constantcontact.com/bd609dd3401/bb89ad4c-8597-4ddc-9723-a477e037853a.pdf>

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Source:

<https://asa.com/news/2021/03/21/is-sailing-stressful/>

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Good seamanship demands a culture of safety to prevent serious injury (or loss of life) to all those on board at all times. The skipper is responsible for creating that culture before going to sea and providing leadership through planning, preparation, decision making and instilling routines focused on safety, before and during each voyage, whether the voyage is an ocean passage, a daysail or a race around the buoys.

Source:

<https://cruisingclub.org/article/safety-culture>

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In recreational boating, cellphones are just fine for routine communications. So why do you need a VHF radio – either a handheld or fixed mount – on your boat? Because in an emergency it's the only thing that can directly connect you to the Coast Guard, giving you access to high-tech emergency response and Digital Selective Calling (DSC) capabilities that can hasten your rescue.

Source:

<https://cruisingodyssey.com/2021/03/23/how-to-get-your-vhf-ready-for-the-season/>

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The Rideau Canal stretches 202 kilometres, winding its way through wilderness, towns, and urban centres. It is book ended by Kingston, Canada's first capital, in the south and Ottawa, today's national capital, in the north. The Canal overlaps two (2) Conservation Authorities, three (3) regional tourism organizations, three (3) counties, nine (9) federal ridings, and (13) municipalities.

Source: Rideau Canal, National Historic Site of Canada and UNESCO World Heritage Site (including Merrickville Blockhouse National Historic Site

of Canada), Draft Management Plan, 2020, p8.

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A reminder: the use of ethanol fuel blends with more than 10-percent ethanol in recreational boat engines, motorcycles, off-road vehicles and power equipment has been proven to damage engines and fuel systems, and its use in a marine engine voids the warranty.

Source: [https://www.practical-sailor.com/blog/boatus-beware-of-regular-88-gasoline?MailingID=499&st=email&sc=BL20210610-MarineDieselEngines&utm\\_source=ActiveCampaign&utm\\_medium=email&utm\\_content=BoatUS%3A+Beware+of++Regular+88++Gasoline&utm\\_campaign=BL20210610-MarineDieselEngines](https://www.practical-sailor.com/blog/boatus-beware-of-regular-88-gasoline?MailingID=499&st=email&sc=BL20210610-MarineDieselEngines&utm_source=ActiveCampaign&utm_medium=email&utm_content=BoatUS%3A+Beware+of++Regular+88++Gasoline&utm_campaign=BL20210610-MarineDieselEngines)

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### Electronic Visual Distress Signals (eVDSD)

- Transport Canada has prepared a proposed policy for the acceptance of eVDSDs certified to the RTCM Standard 13200.0 for use on pleasure craft.
- This policy would be implemented under section 4 of the Small Vessel Regulations (SVR) as equivalent to hand-held flares currently required in the SVR for nighttime use.

- The proposed policy would require the carriage of at least one TC approved daytime smoke signal along with the eVDSD.

Source: CMAC Spring 2021

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Did you know? There is no age requirement for towing spotters. They just need to be a "competent person". So as long as the spotter feels comfortable being a spotter and to keep a watch out then you're good to go.

Source: Boating Safety Officer, Marine Safety and Security, Ontario Region, Transport Canada

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I got myself a seniors' GPS. Not only does it tell me how to get to my destination, it tells me why I wanted to go there.

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### How to launch her (video):

[https://www.sailingscuttlebutt.com/2021/05/05/video-five-stages-of-ramp-launching/?utm\\_medium=email&utm\\_campaign=The%20Weekly%20Wrap%20-%20May%207%202021&utm\\_content=The%20Weekly%20Wrap%20-%20May%207%202021+CID\\_78985b8a8429593a09903a688b45c942&utm\\_source=Email%20Newsletter](https://www.sailingscuttlebutt.com/2021/05/05/video-five-stages-of-ramp-launching/?utm_medium=email&utm_campaign=The%20Weekly%20Wrap%20-%20May%207%202021&utm_content=The%20Weekly%20Wrap%20-%20May%207%202021+CID_78985b8a8429593a09903a688b45c942&utm_source=Email%20Newsletter)

## Kingston to the North Channel and Back: Part 3 – North Channel to Mackinac Island.

By Rob Saloman

July 7/9, 2017 Day 21-23 – We hoisted anchor after three glorious days in Thomas Bay and motored the 7 nm to Kilarney where we made a stop at the general store dock. There are meager provisions there but enough to hold us over until we get to Little Current. We also got dinghy fuel, did laundry and had our usual mandatory fish and chips at Herb's where we stocked up on frozen trout for \$5/lb. We then motored on a few miles to Covered Portage Cove where we anchored under the breathtaking cliffs.



*Entering the North Channel at Kilarney.*

We continued our new relaxing pace spending two more perfect days in Covered Portage Cove swimming, paddle boarding, hiking in the hills and picking blueberries. On our last day there we had a fun time trying to dinghy back to Kilarney. On the first attempt we used Encore's dinghy

but the outboard kept dying and we rowed back to get our dinghy. Our motor was also acting up and our dinghy was taking on water. We couldn't stop laughing as we bailed all the way to Kilarney and back. We had cocktails and oysters at the Sportsman's Inn dock bar followed by dinner. We picked up some more frozen trout at Herb's and headed back to the boat. On a side note, we both have new dinghies now and repaired motors.



*Soul Mate and Encore tucked in at Covered Portage Cove.*

welcome to stay on the public wall free of charge for a few hours while you shop and use showers and bathrooms. They only charge if you stay overnight. Little Current has all the important shops including a liquor store, groceries, fish store and a small chandlery. It was a rainy cold day so we opted to stay at the town docks for the night. We pumped out, did laundry, stocked up on groceries and walked around town. Next morning we had breakfast at the Anchor Inn then went upstairs to sit in with Roy Eaton on his Cruiser's Net radio broadcast at 9 AM. We had been tuning in each morning on our VHF on

July 10, Day 24 – Lifted anchor late morning and sailed to Baie Fine (pronounced Fin), which is a natural inland fiord. Maryanne Cove was busy so we dropped anchor further up. We dinghied to The Pool and hiked uphill to Lake Topaz for a swim. We stayed a



### *Trout Dinner in Baie Fine on Soul Mate.*

Channel 71 where Roy does a weather report and cruisers' check in with their location and any questions. We met many other boaters who were sitting in on the call including Scott and Nancy on Ganesha and Rick and Michelle on Guinevere who recommended a visit to McGregor Bay. I still have my yellow Cruisers' Net hat to this day.

to anchor in over 50' of water but we were well positioned to move to the Benjamins early next day to beat the rush. Our plan worked well next day as we were the only two boats at the Benjamins for a few hours but by evening we were 18 boats. We hiked to the top of the island for spectacular views and stocked up on blueberries again. Pierre and Laurel won at

on Guinevere and we hosted cocktails on Soul Mate followed by dinner on Encore. Sue and I won at euchre this night.

July 16, Day 30 – Had a great 15 nm close hauled sail to the west to John Island and anchored at the west end near Gowan Island where we spent the night.

July 17/18, Day 31-32 – Motored eastward up the Whalesback Channel then sailed the last hour back to Fox Island just north of the Benjamins. We anchored for two nights in Fox Harbour, a narrow but picturesque bay surrounded by granite shores and a favourite of many cruisers. Invaded by mosquitos first night. Second day while paddle boarding the bay, we met Brian and Colleen who were anchored near us on Bricolanto. We had dinner on Encore and then Brian, Colleen, Thomas and their dog Sophie joined us for apple crisp dessert while we watched two



*Hovering in line for the 10 AM bridge opening at Little Current.*

July 13/15, Day 27-29 – Our destination was the famous Benjamin Islands 15 nm northwest of Little Current, however the east winds favoured anchoring at Croker Island 2 nm to the east with a western exposure. We used all our 225' of chain plus some rode

euchre and we were treated to freshly baked date squares for dessert!

We opted to enjoy another day in the Benjamins with lots of other boats. Rich and Michelle arrived

bald eagles circle overhead.

July 19, Day 33 – Had a nice 13 nm downwind sail eastward to Louisa and tucked into the pretty bay on the east side for protection from the west winds. We dinghied



*Roy Eaton in his Cruisers' Net Broadcast headquarters and Meeting Room in the Anchor Inn, Little Current.*



*Scaling the granite slope on South Benjamin and it's as steep as it looks!*



*Views from the top of South Benjamin Island and blueberries everywhere!*



*Oatmeal blueberry cookies today. We've now had blueberry muffins, blueberry cookies, blueberry pancakes and blueberries on French toast so far this trip! What can we create next?*

to the pretty beach and hiked the island to stock up on blueberries. Pierre and Sue joined us for dinner.

July 20, Day 34 – Motored the 7 nm from Louisa to Little Current



*Walking the very protective breakwater in Gore Bay with plaque "To all that go down to the sea in ships".*

for laundry, pump-out, water and groceries. Encore picked up their son Alain and his partner Aubrey who had come for a four-day visit. We all had ice cream on the boardwalk before motoring 6 nm to anchor at nearby Mosquito Island for the night.

July 21, Day 35 – Sailed NW 7 nm to Matheson Island to anchor for the night in another scenic bay with a beach protected from the west winds. We enjoyed some paddle-boarding and saw a beaver near his lodge who slapped his tail and dove under. We went ashore to try our luck on with blueberries

but for once we didn't have much luck. We hosted dinner on Soul Mate for the crew of Encore.

July 22, Day 36 – We left Encore at Matheson and we motored 22 nm west to Gore Bay to find a propane fill-up. We walked the town then sailed 15 nm to John Island to anchor for the night. We went for a dinghy tour around the Island after dinner and saw another bald eagle.

July 23, Day 37 – Nasty weather today so we stayed put at John Island and did some boat maintenance and cleaning.

July 24, Day 38 – Stretched our western horizons by sailing another 17 nm west to Turnbull Island. In five trips we had never been this far west in the North Channel. Turnbull has two anchorages so we went for a dinghy ride to explore. We were happily anchored in the SW bay with just a couple other boats. The northwest bay looked even nicer although it was crowded. We met Bill who was cruising alone on his Nonsuch 30 Persistence. Coincidentally Bill was from Kemptville, 30 minutes from our home and he was a former Trident Yacht Club member before moving his boat to Penetang. We invited Bill for a slightly warm beer as our fridge was having issues.

July 25, Day 39-40 – We did a long motoring day 35 nm to the east from Turnbull back to Croker Island in order to reunite with Encore in the coming days but lo and behold Terri and Hal from C'est le bon were at Croker. We had not seen them since Tobermory. They were rafted at anchor with Diane and Bob on Islandia. As we anchored Laurel spotted a snake swimming in 40' of water and Laurel is truly terrified of snakes. Our walk-through transom will be sealed tight tonight! We dinghied ashore to meet up with the others only to find another snake on the rocks. Back in the dinghy – no hike for us today. Wind picked up from the SW and Croker became uncomfortable so we all motored 5 nm to Amedroz, an island we had never been to that has a large and well protected bay. Hal and I got our guitars out and we had a sing along on C'est le bon after dinner. Next

day we were socked in with some weather so we stayed another day. Cocktail hour was on Islandia.



*Announcing cocktail hour at Amedroz Island.*

July 27, Day 41 – We motor sailed 10 nm to Sturgeon Cove on the north side of Great La Cloche Island where Encore rejoined us at anchor with their son Eric, his partner Sylvie, and their two daughters. We had a lovely afternoon of swimming and paddle-boarding and dinner together followed by cards.

to the Cruisers Net cocktails at the Anchor Inn followed by quick showers and a 5 nm motor to East

Rouse Island where we rafted up with Encore for dinner and Euchre.

July 29/30, Day 43-44 – Sailed 22 nm from Rouse to the north side of Hotham Island where we tucked into a beautiful and well protected bay protected and we were promptly approached by Norm, a local cottager who invited us for a



*Sunset in Sturgeon Cove with just one other boat.*

July 28, Day 42 – Motored 7 nm to Little Current for provisioning and a fish and chip lunch. Then went

BYOB cocktail hour on their deck. He and his wife Elaine are former sailors and they host boaters in the

bay most evenings in good weather. When we dinghied over to their dock they caught our painter, helped us onto the dock and welcome us to their home. It was like arriving at a good marina or yacht club. We were joined by about 20 other boaters who all brought food and drink and we had a great time meeting everyone and sharing stories.

remote wilderness area. It was very serene but we were excited to be heading to Mackinac next day.

To be continued in Part 4 – Mackinac Island to Kingston

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



*Norm and Elaine's cruisers cocktail hour at their cottage on Hotham Island – Incredible hospitality!*

Next day we bid farewell to Encore since they were heading back to Little Current to pick up a friend and more family for a week in McGregor Bay. We were getting a little restless and homesick so we planned to head west to Mackinac Island and then head south on our way home. We had plenty of tips from fellow cruisers for things to do at Mackinac.

July 31, Day 45 – There was absolutely no wind so we motored 55 nm in nine hours on glassy calm waters to anchor between Cockburn and Kitchener Island just west of Manitoulin Island. We were out of the North Channel now at the top of Lake Huron in a very



*I wasn't kidding when I said day 45 was calm! Better than wind on the nose at least.*

## Why sail?

By Christine Ouellet

I caught up with two of my mentors in Cardinal while they were sailing on the Mar a Logo. They were returning from a two-week journey up the River with two other friends who were sailing on Cindy Lou. As they pulled along the Old Galop canal for dinner, I asked them to tell me why they liked sailing. I wanted to know why people venture out in very rough weather, time after time, and even go back for more. How do you explain this passion that has been burning the human heart for thousands of years?

Rudy, who had been sailing since 1989, said spontaneously: "In sailing, there is an element of fear and panic at the same time and you have to balance it all. It can go from being the most pleasurable to a horrible experience and you have

to be able to adapt to the situation. It gets easier as you get more experience."

Sailors form a closely knit community and when they meet after sailing or on the water, a very special relationship develops. Harry said, "You help each other, you get to share the great one and the horrible one, when you hear the wind blowing through the shrouds and it is trying to rip everything off, it can be pretty frightening. Being part of a small club, you find people willing to help you learn, who will share their knowledge and experience. It is highly recommendable and you gain in confidence as you go along."

They are both racers and they explained the difference between racing and cruising: in racing, you want to be as light as possible but in cruising you look for comfort.

But I remember my first racing experience on Harry's boat during the two day Borland race. I learned that if you want to win a race, you have to move an opponent out of your way and take possession of the water. I was timid and Harry said to me "you don't ask, you claim it!" So we did and as we rounded SX7 marker, we sneaked in between the other boat and the marker, stealing his wind. A competitive aspect to sailing I would not have imagined. What a thrill that was and from there on, I was hooked on racing.

"We have the best water here on Lake St-Lawrence, it is great for sailing, it is not crowded, it is clean and beautiful, we even enjoy fishing off our little dinghy" said Harry. Fishing, having bass for dinner on a sailboat? As for their plans to return home, they are not in a rush... maybe in two days, maybe later if the fishing is good.

## The Bookshelf

By Burt Blais

I just finished reading John Caldwell's book "Desperate Voyage", about how he was desperate to get back to his new bride in Australia after WW II (which he served out as a merchant seaman), bought an old 26-foot

wooden yawl (guess they were all "wooden" back then!) and set out across the Pacific from Panama. He was a total sailing neophyte - didn't even know how to use a sextant when he set out - and, man, did he encounter harrowing conditions! Never abandoned his boat (had no choice back then!), and lived to write the book. I won't spoil the plot, except to say

that he did ultimately become a very competent lifelong sailor. The sea has a way of teaching skills like no other mentor - if you survive your schooling ("and I only am escaped alone to tell thee, Job 1:15). Very highly recommended bedtime read (unless you have better things to occupy you!).

## Quote — Unquote

*"I am more inclined to fool about on one of my small boats than work for a living.*

*It may not be remunerative but it's generally rewarding."*

— Matthew Goldman,

The Journals of Constant Waterman: Paddling, Poling, and Sailing for the Love of It

## Second Annual Squadron Photo Contest

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

### Submission Requirements

Submit one or more individual photos by 4 PM, August 31, 2021 to: [secretary@boatottawa.ca](mailto:secretary@boatottawa.ca)

Each submission must include:

- Name of Squadron Member
- E-mail address
- Name of Photographer if different from above
- Date of Photo
- Location
- Title of photo or description

### Rules:

1. Photo size: JPG or TIFF format, minimum 300 dpi/dots or pixels per inch.
2. Photo type: colour, black and white, sepia tone or duotone.
3. Photo should relate to boating activities with preference for those demonstrating Safer Boating.
4. Photographer must be a Squadron member or member of immediate family.
5. In making a submission the photographer and any participants in the photo all agree to (i) the terms and conditions of the contest; (ii) to the submission of the photo; (iii) to the inclusion of the photographer's name in the Ripples and, (iv) to publication of the picture in the Rideau Ripples and/or on the website.
6. Any identifiable people in the photo must have given their permission for the photo to be entered in this contest. If children are included then we must receive confirmation from legal guardians that they have consented to the use of the photo.
7. The winning photographer will be notified prior to the publication of the Ripples and the membership will also be notified in the subsequent issue of the Ripples.
8. The photographer agrees that the Squadron may manipulate the photo as necessary to use it in the Ripples and/or on the website.
9. The decision on which picture to be used is solely at the discretion of the Squadron's Contest Committee.
10. The Squadron reserve the right to cancel the contest at its discretion and by participating you hold the Squadron harmless from any and all damages or claims.
11. The winning photographer will receive an OPSS cap, polo shirt and \$25 The Chandlery gift certificate. The second place winner will get a OPSS polo shirt and the third winner will get an OPSS cap.



**I DON'T NORMALLY BRAG ABOUT GOING TO EXPENSIVE PLACES, BUT I JUST LEFT THE FUEL DOCK**



## The Sailing Dream – Part IV – Planning our trip South.

By Shaun Clare

Here we are, at the start of the 2021 boating season, with the Ontario COVID-19 lockdown rules starting to loosen. The Ontario Government has just announced that as of May 22, marinas will be able to launch boats and boat owners will be able to use them, which is great news! Our catamaran, TUSK, should be ready to splash the week of June 7<sup>th</sup>.

This 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 (ICW) beginning in August of 2022. We want to cruise the Bahamas right after hurricane season draws to a close at the end of November 2022, so we will take our time getting down there and really enjoy the sights along the way.

This year we have made several changes to our catamaran to be more self-sufficient and comfortable on board. The two old 45-watt solar panels have been replaced with four 100-watt panels, and the solar charge controller upgraded to the latest Master Power Point Tracking (MPPT) technology, which is extremely efficient and ensures every bit of power coming from the panels is put into the batteries. We added a 2,000-watt pure sine wave inverter last year, and with that and the new solar, I no longer need to plug the boat in while working on her in the boat yard. I can do all the various sanding, drilling, buffing, and

other chores through the inverter, and since the solar array puts at least 100-amp hours into the battery bank each day, the batteries are always at 100% state of charge, which is great!

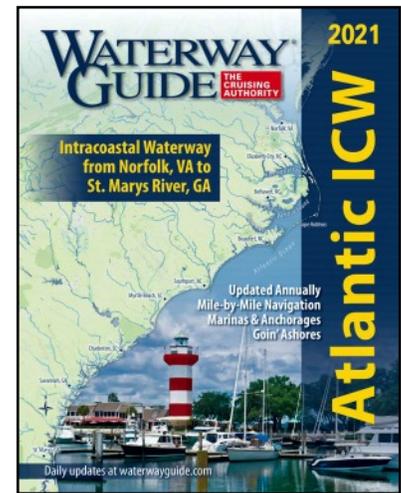
Other improvements completed this year include adding an electronic wind gauge at the helm, installing two high water bilge alarms (one in each hull) also at the helm. We have installed a holding tank gauge, refinished the teak in the companion way, and added an anchor washdown hose at the bow of the boat.

Next Spring, in anticipation of our trip South, we will be adding Radar and AIS to make the passages safer, and we are adding a water maker to allow us to stay at anchor longer and to be more self-sufficient.

Making plans for the trip South has been made much easier thanks to the tons of great resources available to allow us to plan the trip out in advance. While we can never know where exactly we will be at any one time (weather, of course, will be one major factor in determining that), we are already getting a good idea of some of the places between Oswego, New York, (where we would start down the Erie Canal) and our final pre-Bahamian destination of South Florida that we want to check out – so many historic areas, beautiful towns, and amazing restaurants to experience!

We have purchased the Intracoastal Waterway Guide and are members of the Waterway Guide Cruising Club. You get hardcopy versions of the guides that cover the entire trip South from Lake Ontario and

have online access to updated charts and current local intel that will help us navigate the waterway safely and enjoyably.



Bob Sherer, a contributing editor to the Waterway Guide series of publications, has mapped out the exact route to follow when using the Intracoastal Waterway, as there is constant shoaling and dredging happening in many areas throughout the year. He has created what he calls “Bob’s Tracks”, and these are downloadable to any common navigation application like Aqua Maps or Navionics. Once downloaded and installed, they provide the best route and deepest available water for traveling through the waterway channels, some of which are extremely narrow. Nearly every week there is an update to the tracks as he gets updates from others using the waterway or as he himself discovers while underway on his own trips.

Facebook is another great platform for topic-specific Groups – we are members of many of these and learn so much from people that are currently doing exactly what we will be doing next year. From catamaran sailors who provide daily updates of where they are in

the waterway, to people giving mechanical advice, to marina and restaurant updates (we will mainly stay at anchor but will treat ourselves to a slip in a marina every now and then), the amount of information available is astounding.

We have subscribed to a weather routing service that specializes in the ICW and Bahamas sailing areas, to get some experience with reading the updates and better understanding the short-, medium- and longer-term forecasts for winds and sea state. Our plan is to only move the boat in comfortable sailing conditions – we are not the “25 knots of wind and 6-foot waves” type of sailors – we really like nice calm weather when possible – 15 knots of wind and 2–3-foot seas or less are just fine. We are also happy to motor sail, or just motor if the wind is too light to sail. Some of our best passages have been motoring trips, as typically the water is flat calm.

YouTube is another resource that has hundreds of videos of people who have done these same passages and documented their travels, so we almost feel like, in some ways, we have already been there! Every type of vessel and crew imaginable has done at least portions of this trip, so watching the videos, experiencing what they have experienced, and taking notes is a great pastime for us right now, and really gives us a feel for what the actual trip will be like.

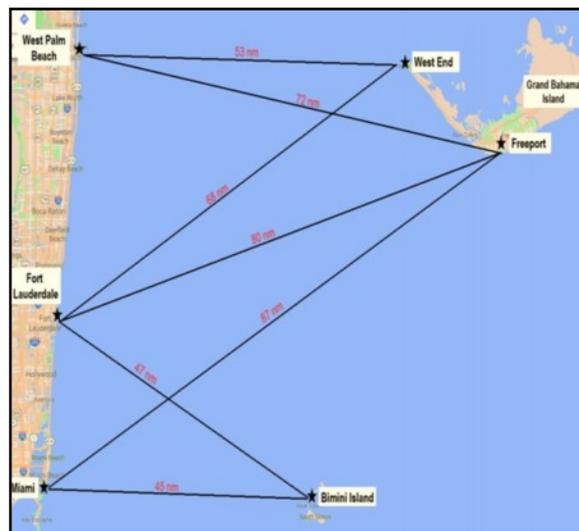
Crossing the Gulf Stream from Florida to the Bahamas is a lot less intimidating when you can watch others do it – again, the key is to pick a good weather window (and there are plenty of them). The main

thing to keep in mind when planning to cross the Gulf Stream (which flows from the South to the North and is located between Florida and the Bahamas), is to never have a Northern component in the wind forecast – this would oppose the strong current of the Gulf Stream and can create treacherous standing waves that make a passage miserable, or even unsafe. We have seen lots of videos where the water is nearly flat the whole way across - that is the kind of day we will wait for! From Miami, Florida, to Bimini, Bahamas, – one of the typical crossing start and end points – it is only a 50 nautical mile trip. We have even seen videos of people doing the crossing on a Jet Ski – not something we would do, but to each their own!

Right now, our plan is to enjoy the Bahamas for a few months starting in December 2022 and take the time to decide what our next steps will be. We will have had a lot more experience with our boat, we will better understand her (and our) limitations and can then plan whether to continue heading South.

There is a great book called *Passages South* by Bruce Van Sant that details what he calls “The Thornless Path”. This route starts in the Bahamas and heads South to Turks and Caicos, then on to the Dominican Republic, to Puerto Rico, the US Virgin Islands, and the British

Virgin Islands. This trip is often referred to as “The Thorny Path” by sailors, because for much of it, you are beating into the trade winds. Bruce details some remarkably interesting tactics to get around this – one of his main strategies is to use what he calls “The Night Lee” to make those West to Eastward passages. In the tropics, the trade winds almost



THE GENTLEMAN'S GUIDE TO

# Passages South

10<sup>th</sup> Edition



by Bruce Van Sant

## THE THORNLESS PATH TO WINDWARD

Sailing Directions  
Florida to South America

Charts and Cruising Data  
Bahamas  
Turks & Caicos  
Haiti

Cruising Guides  
Dominican Republic  
Puerto Rico  
Spanish Virgin Islands

214 Illustrations

completely die out from around 6 PM until 9 AM the next day. This gives you a nice 15-hour window of calm winds and seas to get to the next island in the “Thorny Path” chain – you can be safely at your anchorage before the trade winds once again begin to build after 9 AM.

If we decide to continue South, we can continually assess what we want to do and how far South we want to go. After the British Virgin Islands (which we absolutely love, having chartered many sailboats there over the years) we can opt to continue down the Caribbean Island chain, starting with Anguilla and island-hopping all the way to Grenada. We have also chartered boats on a lot of these islands as

well, so we have so many places we love that we cannot wait to get back to, and of course there will be many new places will be there to discover.

The nice thing about leaving these plans flexible is having the freedom to do as much or as little as we choose. We will both be retired and not on a schedule (which is always critical when sailing). Of course, we will need to plan around Hurricane Season each year, but there are numerous “hurricane holes” and marinas that are well protected. Some even provide “hurricane packages”, where you are guaranteed a spot in case of an approaching storm, where they will haul your boat, put it in their yard and strap it to the

ground to protect it from almost anything except perhaps a direct hit by a powerful hurricane.

I am sure we will learn a lot more about this and all the amazing sailing areas from other sailors once we are down there – the boating community is full of awesome people who are a wealth of information for all things boating-related.

For now, we are so looking forward to the 2021 sailing season in the Thousand Islands and beyond – we are planning on heading down to the Niagara region this year – that should be a great trip! Enjoy your boating season, and maybe we will see you out there on the water!

## **The Sailing Dream - Recipes Afloat**

*By Anne Vaillancourt*

As Shaun and I get ready to sell everything and move aboard full-time next year, we’ll be doing more long passages instead of just day trips to the next anchorage. We’ve done a few of these and I’ve learned a lot from them. Food preparation ahead of time is so important. I haven’t gotten seasick often, but the few times I did I was down below, looking down, during bumpy rides. To avoid getting sick, and, quite frankly just to enjoy the journey more, prepping all the food we’ll need and making sure we have snacks and drinks easy to access is vital.

There is a lot of advice in sailing forums about the best types of food to eat while underway, and, of course, this all depends on your preferences and dietary needs. We

have found that the best thing to do is to make sure you never have an empty stomach, but also to not overdo it. Some people can’t tolerate caffeine before a big trip so avoid that. But most agree: get something in your stomach before raising anchor or leaving the dock. For us, we also try to limit the amount of salt we consume, especially if we’re in a tropical climate, and we make sure to drink a certain amount of water daily to avoid the dreaded “cankels” (swollen ankles).

Easy to grab snacks can include energy bars, low sodium nuts, veggies that you’ve washed and cut with a dip you’ve premade, baguette and cheese. For lunch, wraps are one of our favourites and these can be customized to everyone’s taste. You can have regular or gluten-free tortillas, meat-filled, vegetarian, vegan – the options for these are limitless and they can be made in advance,

popped in the fridge, and grabbed quickly while underway. For dinners, premade sauces for pasta (I’ve even cooked the pasta in advance and just reheated it) are great. BBQ some chicken ahead of time and that can be used for wraps at lunch, or with pasta at dinner. Precook some steak and/or veggies for fajitas. Make crab cakes (see my last article) ahead of time and pop them into a pan on the stove to reheat for a few minutes. Prep salads, cut fruit – anything you can do before the trip will make meals during your passage easier. Plan to eat out of a bowl instead of on a plate in particularly challenging conditions.

Another tip is to organize your meals and snacks in plastic (or reusable) bags so that you can grab everything you need for one meal at the same time and not have to dig around your fridge. The less time you spend in the galley during a passage the better!

Since I've promoted wraps here, and since you can't always find tortillas in some locations, I've included my recipe for homemade ones that you can make in advance and they store well. They are very easy to make and are so versatile as they can be used for wraps, burritos, and one of our favourites, roti!

All of this is not to say you can cook while underway if your stomach will allow! This pic is of Shaun after he successfully went below to make himself eggs and toast for breakfast during a 95 nm sail, with only the two of us aboard a 42' catamaran, from Anguilla to the BVIs. This guy never gets seasick. I hope I haven't jinxed him.

Happy sailing and cooking to all!

**Tortilla Recipe:**

**Ingredients**

- grapeseed oil for cooking
- 2 cups flour
- 1/4 tsp baking soda
- 1/2 tsp salt
- pinch of sugar
- 2 teaspoons cooking oil (corn or sunflower)
- 3/4 cups lukewarm water

**Directions**

In a large bowl sift together flour, baking soda, salt & sugar, drizzle with oil and mix thoroughly. Knead in water to make your dough. As the dough begins to bind, move dough onto floured

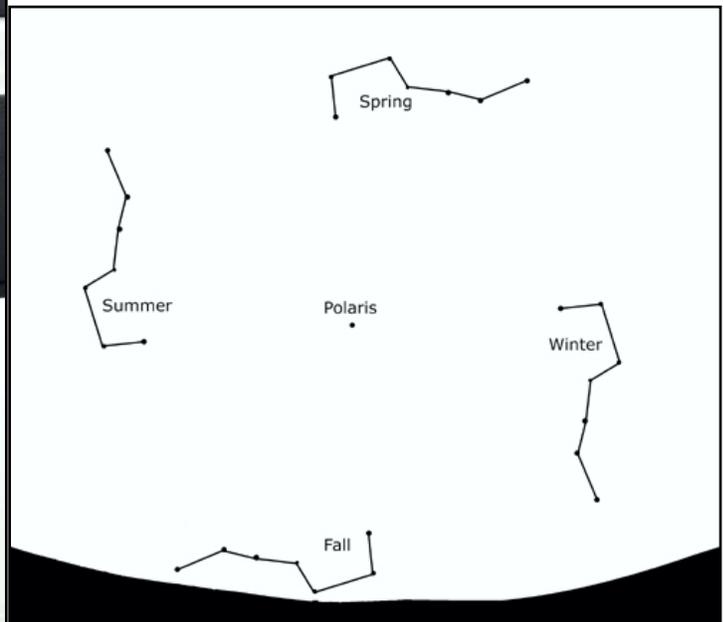
surface and knead until smooth, about 3 minutes. Wet hands with cooking oil and rub over the dough then place in clean bowl and allow to rest for 30 – 40 minutes.

Knead rested dough for about 90 seconds. Divide dough in to four even balls, pat each into a round, flat disk. Move dough on to a floured surface and roll into round sheets about 8-inches wide with a rolling pin.

Lightly brush each tortilla with oil and place on a hot, flat skillet. Cook each side for about two minutes until brown bubbles begin to appear. Remove and cool. Store in an airtight container.



**Navigation Tip - The Big Dipper Travels**



If you're in the northern U.S., Canada or at a similar latitude, the Big Dipper is circumpolar for you. That is, it's always above the horizon. These images show the Dipper's location at around midnight in these seasons. Just remember "spring up and fall down" for the Dipper's appearance in our northern sky. It ascends in the northeast on spring evenings, and descends in the northwest on fall evenings.

## FLARE DISPOSAL DAYS 25-26 JUNE 10AM-5PM THE CHANDLERY-367 POULIN AVE OTTAWA



There are four types of flares:

- Type A - Rocket Parachute,
- Type B - Multi-Star,
- Type C - Hand-Held,
- Type D - Smoke Signal.

### Do you have expired flares?

If your flares have a manufacture date of **2017 or earlier**, you can't light them, throw them in the water or in your household garbage to dispose of them.

The **Ottawa Power and Sail Squadrons** and **The Chandlery** are hosting a Safety Equipment Education and Flare Disposal Days.

**Covid 19 Protocols will be observed. Masks are required and contact tracing information will be taken.**

DATE: Friday & Saturday June 25-26, 2021

PLACE: The Chandlery 367 Poulin Ave, Ottawa [www.thechandleryonline.com](http://www.thechandleryonline.com)

TIME: 10:00 AM – 5:00 PM

In accordance with Transport Canada requirements, flares are approved for (4) four years from the date of manufacture. Typically, this means that you need to replace your flares every third or fourth boating season and dispose of the old ones. If they have expired or will expire during the boating season, you must replace them... **it's the law!**

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