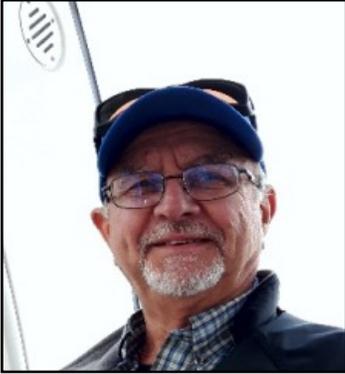




Commander's Message



Fall is in the air!
Soon it will be time for winter storage. Whether you have a canoe / kayak / paddleboard or a luxurious cruiser, all

require attention when it comes to storage. Read and learn from the many articles published in magazines and electronic media on how best to store your particular watercraft.

Taking the CPS-ECP Boat and Engine Maintenance course can help you make informed decisions on what you can do and what should be left to the professionals when it comes to winterizing your pride and joy.

October is the month when we (CPS-ECP) hold our Annual General Conference. Again this year, the conference format will be virtual. Registration is now open and I encourage all members to participate. See the CPS-ECP website for details.

Finally, stay safe, stay healthy.

*Axel Obenauf, N
Commander*

Second Annual Squadron Photo Contest



Photo was taken by Pat Kelly, at Panmure Island Beach, Montague, PEI.

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



Theodore Too in Brockville in July on its way to its permanent berth in Hamilton.

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

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



Scuttlebutt

By Robert Dandurand, P

The Commander offered a big thank you to Peter Hansen for coordinating and for spending two full days (June 25 and 26) collecting, sorting and keeping records for the Squadron Flare Disposal Days at The Chandlery. We collected 989 flares from 37 donors. Thanks also go to the volunteers (Bryan Carroll, Cathie Johnstone, Jim Macleod, Jim Buckingham) who gave a few hours of their time for this worthwhile cause. We also appreciated the cooperation and assistance from The Chandlery staff.

◇◇◇

Blooms of toxic blue-green algae have been spotted all over Ontario this summer, and they can have negative effects on humans and pets. Contact with blue-green algae from swimming, drinking or eating fish from water where blue-green algae blooms can be found can cause itchy, irritated eyes and skin, headaches, fever, diarrhea, vomiting and even liver damage in serious cases, according to Niagara Region Public Health. Blue-green

algae are microscopic bacteria that can be found in late summer and into fall in freshwater lakes, rivers, bays, streams, and ponds.

You can recognize blue-green algae blooms by their distinctive colour, which can resemble "turquoise paint." Heavy blooms often look clumpy and fresh blooms can smell like "newly mown grass," whereas older blooms can smell like "rotting garbage," according to the Ontario government.

Source:

<https://www.narcity.com/toronto/toxic-blue-green-algae-found--in-ontario-waters-this-summer>

◇◇◇

When the Rideau Canal was first constructed, the new canal passed through mostly unsettled wilderness. As these lands were traditionally used by the Algonquins, Mohawk and Mississauga prior to canal construction, this military undertaking had an impact on their unique relationship to the land. In addition to labour, Indigenous Peoples aided canal construction through harvesting and supplying goods and provisions to the British military and trades peoples, and assisted in establishing the canal route based on traditional use and navigation of the lands and water.

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, p9.

◇◇◇

A rainbow is merely sunlight. To see a rainbow the proper angle must be set up between the sun and you, the observer, through an intervening curtain of rain. In other words, you must face the rainbow with the sun at your back. If one appears, it will be at a 42-degree angle up from your shadow. This position, back to the sun while facing a shower, is the basis for the old adage that says a morning rainbow warns of foul weather, and an afternoon or evening rainbow promises clear skies. This bit of weather lore relies on the usual west-to-east movement of weather systems. Thus, if a rainbow is seen in the morning when the sun is to the east of where you stand, the shower responsible for the rainbow must be to the west and moving toward you. On the other hand, if a rainbow is in the east in the afternoon or evening, then the rain has passed by and will continue to recede eastward, giving way to clearing skies from the west.

Source: Blame it on the Weather, 1998, page 29-30.

◇◇◇

Situational awareness is predicated on our brain's ability to monitor and respond to the world around us, particularly to potential threats to our safety and well-being. It is best to think of situational awareness as a skill. Like playing the violin or docking a boat in close quarters, it is a skill that can be learned, practiced, and perfected. SA is your consciousness of events and states within yourself and within your environment that contribute to or detract from accomplishing a given task. Why

within yourself? It is, in part, the sensation we have of a sixth sense or a gut feeling. By connecting more fully with our self, our crew, our boat, and the environment, situational awareness enhances boating safety and therefore allows us to further our enjoyment of this lifestyle.

Source: Passagemaker, Nov/Dec 2006, p.87-93

◇◇◇

There are several things you can do to ensure that fuel doesn't go bad over the off-season, or during periods of long-term storage.

- ✓ Reduce permeation. The loss of vital volatile material is reduced and odours are reduced. Metal tanks have zero permeation.
- ✓ Store in a cool place. Keep jerry cans out of the sun whenever possible.
- ✓ Vent filters. Silica gel filters reduce water absorption and reduce breathing losses better than carbon filter media and last longer. Over a typical 10-year life, these filters can pay for themselves in saved fuel alone before factoring in reduced engine problems caused by corrosion and varnish.
- ✓ Keep the tank full. A full tank will not breathe, and fresh fuel renews the volatile content. By full tank, we mean the tank is filled to the "safe fill level," which allows for expansion. This is the

working definition of full, since a fuel tank should never be filled above the safe fill level, which is commonly defined as 96% for stationary tanks and not more than 90% for mobile tanks (depending on design).

- ✓ Keep the vent closed when not in use (dinghy engines only). Water absorption and evaporation affect small tanks more quickly.
- ✓ Run the engine often. The silence of wind power is nice, but gas does not keep.

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

◇◇◇

Can we learn from our American neighbours? The U.S. Coast Guard released its 2020 **Recreational Boating Statistics Report** showing 767 boating fatalities nationwide last year. This represents a 25% increase from 2019. Unsurprisingly, alcohol continued to be the leading known contributing factor in fatal accidents, accounting for over 100 deaths, or 18% of total fatalities. Looking at all accidents, the report showed the top five contributing factors were operator inattention, inexperience, improper lookout, excessive speed, and machinery

failure. Drownings counted for three-quarters of all fatal boating accidents, where 86 percent were not wearing a life jacket.

Source:

https://gcaptain.com/boating-fatalities-have-surged-during-the-pandemic/?subscriber=true&goal=0_f50174ef03-ea6bfc43b4-139927349&mc_cid=ea6bfc43b4&mc_eid=4eedb093d2

◇◇◇

To Slice Through a Harness or Line to Save Your Life

Last year (March 2020), I wrote about selecting a sailing knife. Why would you bother carrying a knife on your boat? Boaters tend to shun knives and similar equipment on their belts. It's a bit weighty, bulky, cumbersome, maybe even unattractive. But, I believe that you absolutely, positively must not board or sail a boat without a knife attached to you. It's an often ignored basic rule of sailing seamanship. Here is the most critical reason that your sailing knife will serve you aboard any boat.

This single factor alone should make all sailors/boaters pause and consider the danger of being on deck without a sailing knife worn on the belt or clipped to your person. Time and again, stories have been told of crew overboard being dragged alongside or trapped beneath a boat in their sailing harness or with a line around a limb after tripping over a line.

Without a means of cutting yourself free, chances of serious or fatal injury increase tenfold. You absolutely, positively must have a way to free yourself. Carry a

lightweight knife attached by lanyard to a belt loop for peace-of-mind.

Source:

<https://www.skippertips.com/public/50.cfm>



Alcohol and Boating - Ontario Provincial Regulations:

The driver of the vessel or the person on watch is prohibited from being under the influence of alcohol or drugs, and from transporting bottles of alcohol, unless they are properly closed. On-board consumption of alcohol is only

permitted when all of the following conditions are met: the vessel has permanent berths, permanent cooking facilities and a permanently fitted washroom, and is anchored or moored along the shore.

Source:

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



Why boats sink? The single most reported reason is water coming

aboard from the stern through the outboard engine cut-out. Roughly one in five sinkings are due to direct leaks in the vessel itself, not caused by violent contact with the bottom or the sea itself. Areas of ingress, in order, are:

1. Through-hull fittings that give way.
2. Stuffing box leaks.
3. Knotmeter plugs.
4. Bait well discharge back-ups.

Source:

<https://www.windcheckmagazine.com/article/were-sinking-2/>

Why ships are called “She”!

By Robert Dandurand, P

Why are boats referred to as ‘she’? There is no definitive answer but the origin might date back to March 1734. The Lloyd’s List is not only the British-based newspaper of the shipping industry but also the oldest publication in the world. On a rainy day, a young associate editor asked of no one in particular:

“Why do we have to refer to ships as ‘she’ in our stories?”

The answers were few and vague: “Well, because...”, “We’ve always done it”, “The Royal Navy does it.” The silence in the editor’s conference room was complete. The editor decided on the spot that “from now on all ships will be referred to as ‘it’ in our stories. Someone get out a press release to the industry.” It created quite the kerfuffle. He added oil to the

raging fire when he told a London Financial Times reporter:

“Ultimately they are commodities, not things that have characters.”

The British Marine Federation, a group of yacht builders, snapped back at the Lloyd’s List decision. Even Princess Anne, christening the British America’s Cup entry, entered the fray:

“The people at Lloyd’s have clearly never either launched or named a boat because it would be completely wrong to call her ‘it’.”

The esteemed Greenwich Maritime Museum of London, in the person of its general editor, fired back:

“We will continue to refer to ships as ‘she’ here.”

A spokesman for the Royal Navy said:

“Lloyd’s List is at liberty to do what it likes, but the

Navy intends to continue in a tradition that goes back centuries, if not millennia. It’s not just a sentimental thing but a part of culture.”

Lloyd’s List stuck by their guns, however, and, in April 1734, the shipping world was neutered. To this day, the Lloyd’s List continues their practice of remaining gender-neutral in their stories about ships.

Source:

https://www.sailingscuttlebutt.com/2018/07/16/neutered-never/?utm_medium=email&utm_campaign=Scuttlebutt%205124%20-%20July%2017%202018&utm_content=Scuttlebutt%205124%20-%20July%2017%202018+CID_12a87575b1af87344830a28af83211d7&utm_source=Email%20Newsletter&utm_term=Read%20on#more

Kingston to the North Channel and Back: Part 4 – Mackinac Island to Kingston.

By Rob Saloman

August 1, 2017 – Day 46 –

Having completed the entire North Channel the day before we were very excited to be heading west 45 miles from Kitchener Island to Mackinac Island, Michigan. It was another calm day although the wind picked up when we arrived at the state docks, maneuvered in tight quarters and tied up between pilings with help from our friendly dock neighbours. Mackinac is the end point for the rather famous Port Huron to Mackinac annual race and the 94th running was just the week before we arrived. There is also a Chicago to Mackinac race.

Our check-in with customs was relatively painless and then we met both our dock neighbours, Martin and his wife who were celebrating their 47th wedding anniversary having spent their honeymoon here and Doug and Amy who invited us for cocktails on their beautiful Sabre 40 Sedan power cruiser. We had dinner on our boat followed by a walk around the quaint town and then we called it a night.



Docked in Mackinac.

August 2, 2017 – Day 48 – Laurel and I played tourist all day, resurrecting my memories of a

childhood visit to Mackinac with my parents and brother. The island is truly unique with no motor vehicles beyond a police car, fire truck, and ambulance. You can only get there by boat and the island is a lovely combination of 19th century architecture and customs with historical sights dating back to the 1700s. Eighty percent of the island is preserved as a state park. It is home to a fort, museums, trails, shops and restaurants as well as the Mackinac Island Yacht Club.

We did a tour of all this by horse drawn carriage and later walked the side streets and biked around the 5 km road that rings the entire island. We had an ice cream but resisted the many fudge shops. The crowds of tourists in the quaint downtown were a bit of a culture shock to us after cruising the remote North Channel for that month but we got away from the busyness on our bike ride. We ended the day with a lovely dinner of white fish at the “1852” restaurant next to the Yacht Club and looking out over the water. We highly recommend visiting this truly unique destination if you can.



The very grand and very famous Grand Hotel. There is history galore to be found in Mackinac with stories and plaques on every block.



Yacht Club far left and 1852 Restaurant far right where we had our best whitefish yet.



Biking the beautiful 8-mile perimeter of the island with beautiful period homes and vistas everywhere.

August 3, 2017 – Day 48 –

Mackinac harbour became bumpy with a shift to east winds overnight so we left with 20 knot winds on the nose and building as the day progressed. Waves also built up to 1-2 meters so we made 30 bumpy miles reaching with reefed sails to Hammond State Harbour. It turns out that Michigan has built ports of refuge every 20 miles or so on the west side of Lake Huron and thank goodness. These are wonderful harbours protected by stone walls built by the Army Corps of Engineers. Some of them are State Parks and they don't seem to be overly busy. This one had calm water but the high winds made docking too difficult, despite lots of marina help dockside, so we dropped anchor inside the harbour hoping things would calm down.

With a wind shift to SW overnight we didn't have enough swing room between us and the wall so around 7:30 PM we made our way to a dock despite strong winds. We met Norm and Wendy on Valhalla as they helped us get tied up and we all had a drink together on Soul Mate. The weather continued to deteriorate to a strong thunderstorm but we had a decent sleep safely tied up. The marina didn't charge us for the night which was much appreciated. The facilities were new and very nice.

Friday, August 4, 2017 – Day 49 – After showers and a diesel fill at Hammond we headed out in SW winds making way at 9.5 knots over water at times. It was a lovely, though gusty, 35 mile sail to Presque Isle, Michigan, a state park marina with great facilities and a trail to a lighthouse and keeper's house. We were invited to join Bobbi and Bill on their boat, The First Forty, for "docktails". They are loopers from Colorado with plans to live on their boat for two years. Jim from Cleveland on his Catalina 30 joined us and we played some guitar. We finished the night with dinner at the Portage Restaurant. There were strong winds overnight that required some line adjustments to limit noise but we were glad to be in another safe harbour.



Presque Isle Lighthouse, Michigan.

Saturday, August 5, 2017 – Day 50 - We waited out the high morning winds in Presque Isle until 1 PM when we departed for the 38 mile passage to Harrisville, Michigan. We sailed downwind at 7 knots and more for the first 16 miles and then motor sailed the rest of the way. We arrived in Harrisville State Harbour at 7:45 PM for a walk around town and use of the internet in a lovely facility complete with fireplace, TV, computers and books.

Sunday, August 6 – 7, 2017 – Day 51, 52 – We set out early on a perfect day to cross Lake Huron back to Canada. We sailed most of the 75 miles to Kincardine, a new destination that we missed on our way up Lake Huron. We had supper aboard and listened to a bag piper pipe the sun down, a tradition for this Scottish community. Lake Huron sunsets continued to be spectacular.

We stayed in Kincardine for another day to do some laundry and tour the town. We walked Main street and had lunch at the delightful Bean's Bistro. Then it was off to the Monday market to buy some fresh vegetables and buy a bowl at a pottery display. We toured the museum at the lighthouse and walked back to the town square for a concert by a Celtic band, The Fogs. We

finished the day with dinner aboard, a walk along the beautiful boardwalk and the beach, and back to the boat to listen to the town Piper and enjoy another Lake Huron sunset.



Piper on top of the lighthouse at sundown.

Kincardine is a must see town if you are ever travelling the east side of Lake Huron by boat or car.



Historic village of Kincardine. There are miles of beach, trails, and boardwalks to walk in Kincardine.

Tuesday, August 8, 2017 – Day 53 – We sailed most of the 45 miles to Bayfield in about eight hours. We re-provisioned with groceries, had dinner and walked the town again. Another great sunset.

Wednesday, August 9, 2017 – Day 54 – No wind so we motored the 42 miles to Sarnia and stayed at

SYC again. One last spectacular Lake Huron sunset.

Thursday, August 10, 2017 –

Day 55 – We motored 50 miles south in the St. Clair River with two knots of current in our favour most of the way. Headed to the east side of Lake St. Clair into Black Creek while reading 3.5 feet of depth in the weeds. We anchored in a bay by the Michigan Metro State Park and checked back in with U.S. Customs again while marvelling at the surrounding residential canal community. There seem to be many of these communities on the St. Clair shores of Michigan along with numerous marinas and yacht clubs.



Friday, August 11 to Sunday

August 1, 2017 - Days 56 to 58 – Friday had no wind so we motored across Lake St. Clair to Detroit where we stayed at the Milliken State Park Marina in the middle of downtown and it was a delightful surprise. We walked to the north side of the marina through the state park and conservation area with beautiful greenery and walking trails and then we walked south on the waterfront board walk leading to the GM Renaissance Center where we had a free mini-concert by the 38 Special Band doing a sound check. It was quite the contrast but it is all very well done and quite pleasant in both directions. We rode the loop around the downtown core on the elevated People Mover Train and after a good thunderstorm we

headed back to the boat and walked to the Rattlesnake Club for their signature perch dinner.

Saturday we played tourist all day by walking to the GM Center again and grabbing a cab to the Hittsville USA Motown Museum so we cabbed back downtown to tour around on foot. We found the famous Mariner's Church mentioned in Lightfoot's Wreck of the Edmund Fitzgerald. It had incredibly been moved 880 feet in 1955 for the building of the Civic Center and now sits on top of Detroit-Windsor tunnel on Jefferson Avenue. The church was part of the underground railway prior to the Civil War and it had a tunnel of its own at that time to smuggle slaves to Canada. It was founded in 1842 as a special mission to the maritime travelers of the Great Lakes and it still conducts Blessing of the Fleet ceremonies to this day.



The Mariners' Church where the "Bells rang 29 times for each man on the Edmund Fitzgerald"

After touring downtown we returned to the boat for cocktails with our friends Dorothy and Steve who joined us from Indiana. We followed with a pork roast boat dinner and another riverfront walk.

Sunday morning we spent on the boat in the marina chatting and getting caught up and then we

booked tickets for a 4:30 PM tour of the Motown Museum. We headed for the Eastern Market where we spent a few hours wandering through buildings with vendors selling antiques, crafts, food and produce. We had a huge lunch at a Bert's ribs and soul food BBQ restaurant with live blues music and headed for the museum. Being a huge Motown fan Laurel was thrilled with the tour. Steve and Dorothy dropped us off at the boat after the tour and headed home. We spent the rest of the night listening to Motown tunes and doing some laundry in the marina. Overall, Detroit was a huge hit that was well worth the three day stay in the marina.



Monday, August 14, 2017 – Day 59 – No wind again but we enjoyed motoring 45 miles south, making 8-10 knots over ground with the Detroit River current, into Lake Erie and onward to Pelee Island where we were able to anchor in calm waters on the north side. We dinghied ashore for a walk, a beer at a local pub, and fish and chips at a cute restaurant. It got a little bumpy overnight so not the best sleep.

Tuesday, August 15, 2017 – Day 60 – Motor-sailed 41 miles back to the Erieau Marina where we refueled, pumped out, swam in the pool, showered and went for a walk. We were saddened to hear about a drowning in the Marina the night before with someone falling off a flybridge and hitting his head. He had been drinking heavily and fell in while trying to pee overboard – an all too common story but not usually in a marina. He was found under the boat next to him.

Wednesday – August 16, 2017 – Day 61 – Motor-sailed again the 40 miles to Port Stanley where we tied up on the wall again and friends Lynn and Art joined us for dinner.

Thursday – August 17, 2017 – Day 62 – We did an early 6:15 AM departure with the east wind mostly on the nose but we sailed part way, taking sails down when a storm caught up with us. Our destination was 75 miles west around Long Point to Port Dover. We motored the rest of the way and tied up at the public marina.

Friday, August 18, 2017 - Day 63 – Port Dover was a childhood haunt of mine that I wanted to see. We walked into town in the morning through the commercial fishing harbour where we chatted with fishermen mending nets and we visited the chandlery and met the owner. Landmarks from my youth - The Arbor and the Lake Erie Restaurants were still there along with remnants of the old amusement park and the old bowling alley turned surf shop. We had burgers for lunch at The Arbor and my brother-in-law Morley and his wife Donna joined

us from Kitchener for dinner at the Lake Erie after taking us for a grocery run. Both restaurants are just a block away from the town beach.



The Arbor of my childhood outings with my family. Still there after 85 years!

Saturday, August 19, 2017 – Day 64 – We had one of our best sails of our trip with the wind finally turning southwest again. It was an exciting downwind run and we covered the 45 miles back to Port Colbourne in less than seven hours, ending with some steep waves. We had dinner on board in the Sugarloaf Marina and then walked into town where we found a Mexican restaurant for dessert and some live music.

Sunday, August 20, 2017 – Day 65 – We motored to the town docks in Port Colbourne at the entrance to the Welland Canal and waited all day for a call from the Lock Master to enter the canal. We finally got clearance at 7 PM and we made the 11 miles to Lock 7 by 9:30 PM where we had to tie up and wait for two south bound freighters until 11:30 PM. We had to wait for another freighter at Lock 1 but we finally tied up on the wall at Port Weller at 3:15 AM for some sleep. It was interesting transiting the canal at night but it was reasonably well lit for the most part and the staff was helpful

as always. Locking down was much easier, of course, and no problem for the two of us.

Monday August 21 to Tuesday Aug 22, 2017 – Day 66 and 67 – We motored 28 miles across Lake Ontario from Port Weller to Cathedral Bluffs Yacht Club in Scarborough where we could spend a reciprocal night and have dinner with Perry Woodman, owner of Breezeway Yachts, and his wife Cheryl. It was great to see them and have a night together.

Next day we walked the beaches and went for a dinghy tour of the entire basin. My brother Jim and wife Laurie joined us for dinner at the marina restaurant for another great meal and visit. As always, Scarborough Bluffs was an enjoyable stop.

Wednesday, August 23, 2017 – Day 68 – We played motorboat again with no wind so after refuelling in Scarborough we motored 34 miles east to Whitby for a few repairs at Swans Marina and another reciprocal night.

Thursday August 24, 2017 – Day 69 – Swans completed some work items in the morning so we departed after lunch, again with no wind, to motor 45 miles back to Cobourg for another reciprocal work. We had a nice visit with our good friend John, who happens to be 91 years young, and his partner Heather. John still walks 4 km per day and writes. He is an inspiration to us. We also had drinks with clients of mine, John and Cathy.

Friday, August 25, 2017 – Day 70 – After breakfast with John and Cathy I went with John by car to

Newcastle to see his Sabre 28 as he wanted to list it for sale. On returning to Cobourg we motored 50 miles across a calm Lake Ontario to Rochester to see good friends Ed and Debbie. We got a friendly greeting from staff at the Rochester Yacht Club, ate on board, and then socialized with friendly members in their bar while listening to some live music.

Saturday August 26, 2017 – Day 71 – We were tourists all day in Rochester where we Ubered to the Rochester Market and had lunch at a local brew pub. Then we toured George Eastman’s home and museum. Our friend Debbie joined us at the museum. The Eastman Kodak history was fascinating and the old estate was stunning. After the tour we picked up Ed and went back to RYC for drinks on Soul Mate followed by an excellent dinner in the club restaurant.



Approaching Rochester Yacht Club at the mouth of the Genessee River.



George Eastman House and museum in Rochester.

Sunday, August 28, 2017 – Day 72 – We set out at 6 AM having decided to do the 85 miles all the way home to Trident Yacht Club on the Bateau Channel. Unfortunately it was a little too calm again so we motored all the way but we were excited to be getting home to see family and friends. Eleven weeks and 1880 nautical miles later we were back in our slip at TYC. It was a little strange to get home to our house next day with lots of rooms, surrounded by a lot of stuff and many chores awaiting but it was great to see family, friends, and our dog Kayley and catch up with everyone.

This trip was a memorable one, being the longest and most fun of all our years of sailing. We highly recommend the trip or any portion of it whether you truck or trailer your boat part way, charter or do the entire passage yourself. The North Channel is truly a hidden jewel and the four lakes, two rivers and the Welland Canal all have their own magic to offer. Feel free to contact me any time if you’d like some help with passage planning.



Departing Rochester at 6 AM, homeward bound!



Back home at Trident Yacht Club, August 28, 2017, water still high on the wall.

2021 Update – We bought a shiny new Highfield RIB in 2018 so we look forward to our next trip to the North Channel with a dinghy that doesn’t leak and a serviced motor that doesn’t sputter. In 2020 we sold our beloved Soul Mate thinking that we would sail the Caribbean on our catamaran, Kindred Soul, for the next several winters. When COVID cancelled those plans we bought Heart & Soul, a 2011 Beneteau 43, so we could keep sailing the Great Lakes. We found her in Midland and sailed her back to TYC. I’m happy to report that the wall in Port Weller now has proper cleats! We hope to relaunch Kindred Soul later this fall and spend most of this winter in the BVIs, apart from trips home to meet our first two grandkids who are coming into this world soon.

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”.

Tow vs Salvage

By Robert Dandurand

Historically and legally, salvage is any voluntary and successful rescue of a boat, its cargo, and/or passengers from peril at sea. Today that definition includes the successful avoidance of damage to a legally protected marine environment. Salvage requires the existence of ‘peril’ to the distressed vessel or persons aboard, or peril to the rescue boat and its crew, or the marine environment. (“Article 1 (a) Salvage operation means any act or activity undertaken to assist a vessel or any other property in danger in navigable waters or in any other waters whatsoever. [...] (d) Damage to the environment means substantial physical damage to human health or to marine life or resources in coastal or inland waters or areas adjacent thereto, caused by pollution, contamination, fire, explosion or similar major incidents.” International Convention on Salvage, 1989)

Vessels hard aground, on rocks, taking on water or sunk are salvage, as are collisions, fires,

breakaways or other types of immediate danger. Salvage also comes into play when specialized equipment such as pumps, air bags, or if divers are called for, even if the boat is at the dock.

When there is very little or no peril or damage to the vessel, it’s a towing situation. That would be in cases when you run out of gas or have a dead battery in calm waters and you are not a threat to navigation, your crew and boat are fine and there’s no danger to those helping you out. A soft un-grounding would fall in the latter category. If a commercial towboat shows up: ask if the service is a “tow” or a “salvage” job: there could be a big difference in the cost of each service, and it also determines who pays the bill (out-of-pocket, annual towing service plan/membership, or insurance?).

Salvage cases are usually covered by insurance – or out-of-pocket if self-insured – and are much more expensive than a tow. There are many criteria (10) for fixing the reward, such as: “(a) the salvaged value of the vessel and other property; (d) the nature and degree of the danger.” (International

Convention on Salvage, 1989) and often results in a charge based on the length of the vessel saved or a request for a percentage of the boat’s post-casualty value. Boaters should review their boat’s insurance policy to ensure it fully covers salvage.

If circumstances allow it: try to get a fixed price for the salvage and try to get it in writing.

BTW: Article 10, Duty to render assistance (1) Every master is bound, so far as he can do so without serious danger to his vessel and persons thereon, to render assistance to any person in danger of being lost at sea. [...] Article 16, Salvage of persons (1) No remuneration is due from persons whose lives are saved, but nothing in this article shall affect the provisions of national law on this subject.

Source: <https://laws-lois.justice.gc.ca/eng/acts/W-12.3/page-17.html>

Quote — Unquote

“Cruising has two main pleasures. One is to go out into wider waters from a sheltered place. The other is to go into a sheltered place from wider waters.”

— Howard Bloomfield
Sailing to the Sun

Marine Survey, a boat check up

By Christine Ouellet
OPSS Member

Conducting a marine survey on your boat may seem like a mysterious medical examination: someone is checking all the parts of your boat with a moisture meter then tapping it with a special hammer and listening for sounds of moisture, delamination, water infiltration, osmosis, electrolysis activity and visually checking all its vital signs for any defects. It is the meticulous inspection of all components of a boat conducted by a licensed surveyor. It applies to all vessels, motorboats, sailboats, for pleasure and commercial purpose.

A survey is usually requested for the purpose of insurance, damage assessment and by prospective boat buyers/sellers. It serves to determine the fair market value of the boat, a fair purchasing price and the overall condition of the boat, but it also serves to alert the buyer of repairs and maintenance issues that may require attention.

The main elements of interest on all boats are sea worthiness, safety and compliance with the Canada Shipping Act, which impose the building code for small vessel construction, Transport Canada Regulations and various other standards. For instance, will the boat be used for its intended purpose?

For the survey job, it is highly recommended to use a surveyor certified from the International



Institute of Marine Surveying (IIMS) Canada, The Association of Certified Marine Surveyors (ACMS), ABYC, USCG, AMS, SAMS or BoatUS which are all organizations that not only puts the candidate surveyors to test and evaluate their experience but request ongoing education to maintain their certification. However, surveys have a limit, for instance, surveyors are not certified mechanics and will not address mechanical issues concerning the engine but they will look at lines and cables and its adjacent safety systems.

A certified surveyor I interviewed, who services the Cornwall area, said the most common problems he sees are with “things that have no aesthetic value such as cracked hoses that can sink a boat, seacocks and thru-hull valves that have not been touched for years. Rigs are also neglected for years, fittings become rusted and pins fall out. I often see fire extinguishers dating back to the early eighties that are not maintained, fire alarm and carbon monoxide detectors that people take care in their homes but are neglected in their boats. Commonly used small electric bilge pumps are insufficient in case of sinking: they

are not intended to save your life.”

Surveyors will provide the client with a report that should be easy to read, simple and comprehensible. Reports style may vary from one surveyor to another, but they should identify the boat, describe its condition, say what it covered, what was not covered and explain why.

The report should highlight all deficiencies, examine all the basic systems, all safety equipment, from fire extinguishers to hand rails on deck and inside the cabin. It should identify damages, defects and any features that could cause injury to the passengers.

Finally, the report should clearly list areas that require attention, by order of importance. Reports summarize findings at the end of the report and divide them in three sections: the first section (A) refers to safety deficiency that require immediate attention. For example, propane system deficiencies that could cause an explosion, worn or damaged below-waterline hoses, seacocks and thru-hull fittings that pose a sinking hazard. The second (B) refers to issues that need to be repaired in the short term and the third (C) contains the surveyor's notes of what will eventually require attention.

For me, after spending last summer doing major work on the keel of my boat, I requested a survey because I wanted to know the overall condition of the boat and, also, to which maintenance projects I should give priority. I only wished I would have done the survey before buying the boat, my “dream boat”, but I was lucky this time.

Local Supporters



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

THE CHANDLERY

www.thechandleryonline.com

367 Poulin Ave, Ottawa ON K2B 5V2

613-820-7642

THE SAM GROUP

Uniforms, Sportswear, Safety, Promotional Items

THE SAM GROUP

www.thesamgroup.ca

111 Colonnade Rd, Nepean ON K2E 7M3

613-727-0446

