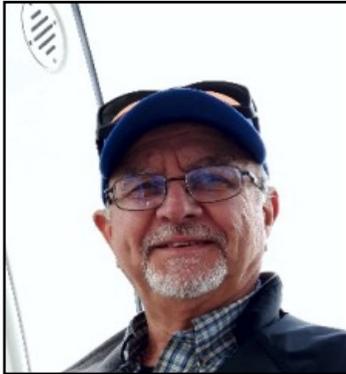




Commander's Message



It's raining, it's pouring.... you know the rest. Winter in Ottawa, wait 10 minutes and we'll have snow.

To change the subject, 'tis the season for giving and receiving. If you know of a new boater or have recently purchased a new boat, then perhaps the gift

of a boating course may be for you. Whether giving or receiving, we have a course for you. Check out the National website for course listings at <https://boatingcourses.ca>.

Speaking of courses, we have an urgent need for instructors and proctors. Our current staff is in need of a rest, as they have been delivering courses non-stop for the past two years. If you might be interested in becoming an instructor or proctor, let us know and we will put you to work.

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



Axel Obenauf, N
Commander



Christmas Gifts for the Boater

Here are 10 suggestions for nautical gifts to ask Santa (or let lay around the house in a conspicuous place).

- ▶ A Marine GPS navigation system
- ▶ Electronic Nautical Charts for the areas your favorite mariner frequents
- ▶ A Canadian Coast Guard-approved life jacket of appropriate size
- ▶ A handheld VHF-FM radio with DSC
- ▶ A Boating Safety Book (or two)
- ▶ A "go-bag"
- ▶ Another approved fire extinguisher
- ▶ A first aid kit in a watertight container
- ▶ A course (go to boatingcourses.ca/Ontario/Ottawa OR boatingcourses.ca/Ontario/online)
- ▶ A FREE Recreational Vessel Courtesy Check (RVCC) from the Ottawa Power and Sail Squadron in the spring

The 2021 – 2022 Executive Committee

Squadron Commander	Axel Obenauf, SN
Immediate Past Commander	Court Harkness, SN
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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

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!

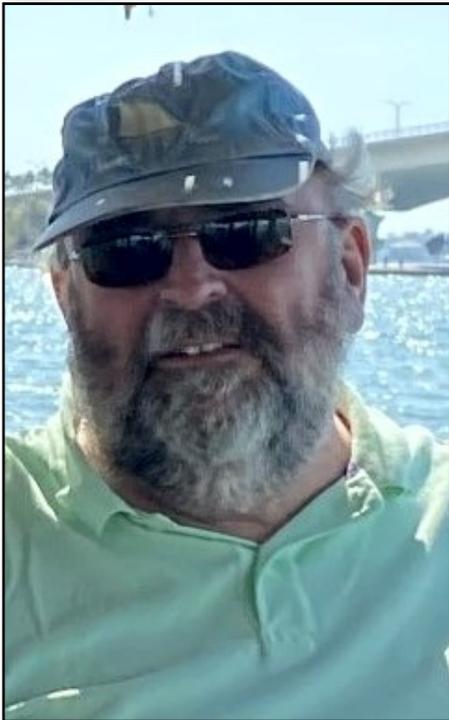
Squadron Events Calendar

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

Reliable wind land and sea breezes blow on or offshore as the sun heats the land, and it cools off again at night. A change in air temperature equals a change in air density. Wind blows from areas of cooler high pressure toward warmer lower pressure. Warming land causes air to rise, drawing in cooler air from the sea. Then, as the land cools later in the afternoon, and the land and sea air temperatures equalize, the breeze quits. After sunset, as the land air cools below the temperature of the sea air, the air contracts and sinks, resulting in a seaward outflow of breeze. It's pretty reliable.

Source:

https://www.soundingsonline.com/voices/when-It-blows?utm_campaign=SND%20-%20NL&utm_medium=email&_hsmi=143039177&_hsenc=p2ANqtz-

[_w_fsquTKE5lFaHelW5aym8JXYPSwVYUjCRAm33ydRO3iV3xQmSx9Q94HJa-rx2vUsanonE1GfF0IkZMzyK-e8Mo8ZXg&utm_content=143039177&utm_source=hs_email](https://www.soundingsonline.com/voices/when-It-blows?utm_campaign=SND%20-%20NL&utm_medium=email&_hsmi=143039177&utm_source=hs_email)



The **ICOM discount** is available to all CPS-ECP Members anywhere they purchase their ICOM Radio. How to obtain the discount:

- Complete your purchase at the desired ICOM retailer.
- Make sure you have a sales receipt
- Login to the National website
- Select Membership / section 03 / member benefits/discount codes page.
- Download the ICOM rebate form and send in.

This process allows a member to purchase the ICOM radio at their favourite local marine supplier.



Canal traffic in 2021 returned to pre-pandemic 2019 levels with more people taking to boating as a safe outdoor activity. Traffic was up 39.4% with a total of 61,534 vessel passages recorded through the locks, compared to 44,141 in 2020. This is almost identical to the 2019 number of 61,145 vessel passages. Moorings increased by 57.9% in 2021, back to 2019 levels, with 12,262 moorings compared to 7,767 in 2020. In total, during 2021, 69.3% of the boats were from Ontario, 29.2% from Québec, 0.8% from the

United States and 0.7% "Other". In 2019, boats from the U.S. represented 9% of the vessel passages, so we can hopefully see those boats back in 2022.

Source :

<http://www.rideaufriends.com/newletters/fornews-fall2021-web.pdf>



Professional sailor Mike Keyworth has explored the issue of steering without a rudder in depth and has developed a spare steering system that really works. He published the video of his sea trials on YouTube several years ago and has now partnered with the Storm Trysail Club to create an excellent tutorial on how to steer your boat without an operating rudder. The club has generously made the video available to the public. If you are planning to sail offshore, the Great Lakes, the St Lawrence or even Lac Deschênes, whether you have a spade rudder, twin rudders or a skeg-hung or keel-hung rudder, take a few minutes to watch the video made for sailors to enjoy and learn while they are self-quarantining. You will learn a lot. Watch the Storm Trysail Club Emergency Steering video here:

<https://www.youtube.com/watch?v=VNCCJoGLvws>



Scientists have discovered marine animals living on plastic debris in an area of the open ocean dubbed "the Great Pacific Garbage Patch". ...The researchers reported that:

"floating plastic debris from pollution now supports a novel sea sur-

face community composed of coastal and oceanic species at sea [including anemones, tiny marine bugs, mollusks, and crabs, were found on 90% of the debris] that might portend significant ecological shifts in the marine environment."

Source:

<http://www.oldsaltblog.com/2021/12/scientists-find-vast-habitat-in-pacific-garbage-patch/>



The Bookshelf

By Robert Dandurand, P

Summer Studies - Retro Cruising on the Great Lakes by Ron Dwelle.

Ron Dwelle's retrospective on 20 years of cruising the Great Lakes. Places, people, events of the great freshwater sea fill the book with interesting details about sailing, cruising, exploring wilderness harbours, studying local history, and philosophizing about the relationships between life, love, work, and hobbies.

Advanced sailing Skills by Don Giffin, 1979

With illustrations and non-technical language, the reader gains a complete understanding of fundamentals and theory affecting boat speed & handling. This resource serves as an excellent basis for those who wish to go on to learn to race, improve their racing, teach sailing, coach, or comfortably enjoy sailboat cruising.

Come Hell or High Water, Come Wind or Weather

by Clare Francis, 1977, 1978, 1994

In 1974 novelist Clare Francis threw in her job and began her search for adventure on the oceans of the world. Within five years she had completed two single handed crossings of the Atlantic, becoming the fastest woman ever to do so. This book tells of her triumphs over loneliness, terrifying gales and mountainous seas.

Godforsaken Sea - Racing the World's most Dangerous Waters

by Derek Lundy, 1998

This is the story of the Vendée Globe single-handed, round-the-world yacht race. One sailor, one boat, no help, no stops, 26,000 miles. First home wins. An intensely gripping account of the round-the-world single-handed yacht race that claimed the life of Canadian sailor Gerry Roufs in a make-or-break dash through 12,000 miles of terror in the Southern Ocean.

By the Wind

by Richard Baum, 1962

The author takes the reader along in his 35-foot sailboat, "Little Dipper".

At the Mercy of the Sea

by Lisa Clayton, 1996

The author tells of the day to day routines, of the beauty of the sea, and of the storms which almost cost her life and the hours of terror when her yacht turns over in a storm.

Messing about in Boats - The Nautical Confessions of an

unsinkable Irishman

by Will Millar, 1997

The author always dreamed of running away to sea. Now he's an expert sailor, ready to take readers on a lighthearted romp around the world.

117 Days Adrift

by Maurice and Maralyn Bailey, 1973

The Baileys' journey began when they left Southampton, England, in their 31-foot yacht Auralyn. Their intended destination was New Zealand. Their yacht was struck by a whale and severely damaged.

After transferring some supplies to an inflated life raft and dinghy and salvaging some food, a compass, and other supplies, the Baileys watched as their boat disappeared beneath the waves. To survive, they collected rainwater and when their meager food supplies ran out, began eating sea creatures such as turtles, seabirds and fish caught by hand or with safety pins fashioned into hooks. The Baileys suffered terribly from malnutrition and friction-induced sores, the latter worsening due to the wet conditions in the raft. They encountered sharks and dolphins and had to endure severe storms. After traveling some 1,500 miles, the Baileys were rescued by the crew of a South Korean fishing boat.

Empress of Ireland - Canada's Titanic

by John Willis, 2014

One foggy night in May of 1914, two ships collided on the St. Lawrence River. The Empress of Ireland, with 1,477 souls aboard, sank in less than 15 minutes. An

estimated 1,012 people perished. This catalogue helps bring to life stories of loss and rescue, despair and bravery that were all part of the greatest maritime disaster in Canadian history.

Many of these books are available on a variety of websites.

Navigation Tip – Cassiopeia

On these December evenings, turn toward the northern sky and see its famous constellation Cassiopeia the Queen. In early December, Cassiopeia swings directly over Polaris, the North Star, at roughly 8 p.m. local clock time. Cassiopeia – sometimes called The Lady of the Chair – is famous for having the shape of a telltale W or M. You will find this configuration of stars as a starlit M whenever she reigns highest in the sky, hovering over Polaris.



Because Cassiopeia returns to the same spot in the sky about four minutes earlier with each passing day, or 1/2 hour earlier with each passing week, or two hours earlier with each passing month, look for Cassiopeia to be at her high point over Polaris, the North Star, around 6 p.m. in early January.

As the night marches onward, Cassiopeia – like the hour hand of a clock – circles around the North Star, though in a counter-clockwise direction.

Look northward on these cold December evenings to see Queen Cassiopeia sitting on her chair!

https://earthsky.org/tonight/cassiopeia-high-in-the-north-on-winter-evenings?utm_source=EarthSky+News&utm_campaign=b4b731950a-EMAIL_CAMPAIGN_2018_02_02_COPY_01&utm_medium=email&utm_term=0_c643945d79-b4b731950a-395197485

“Quote, Unquote”

“Never take your boat somewhere your brain didn’t reach five minutes earlier.”

Unknown

Geomagnetic poles “sprint”

By Robert Dandurand, P

Thales, an early Greek philosopher, was familiar with the “magic” properties of the lodestone (magnetite). In China, compasses have been in use since the Han dynasty (2nd century BCE to 2nd century CE). However, at first these magnets were only used for geomancy much like in the art of Feng Shui.

Eventually, during the Sung dynasty (1000 CE) many trading ships were then able to sail as far as Saudi Arabia using compasses for marine navigation.

At this time Western mariners were still rather ignorant of the navigational use of the magnet. Petrus Perigrinus van Maricourt wrote a first treatise on the magnet itself: “De Magnete” (1269). And though its nautical use was already mentioned in 1187 by the English monk Alexander Neckham, the use onboard only came about around the 13th and 14th century in the Mediterranean Sea. Much later, in 1545, Pedro de Medina (Sevilla 1493-1567) wrote the Spanish standard work “Arte de Navegar” on marine compass navigation.

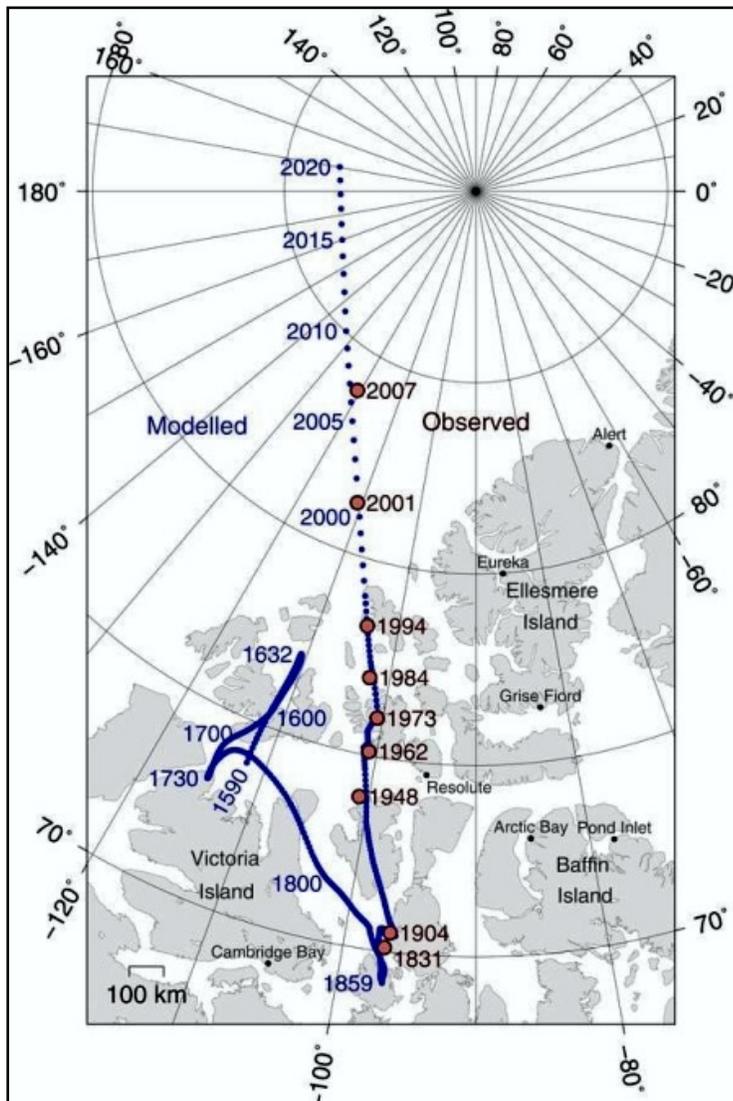
It was only in 1849 that Carl Friedrich Gauss, German mathematician and scientist, definitely proved that by far the greater part of the magnetic field originates below the earth’s surface, but that there is a small and variable part that originates outside.

In 1831, British Naval Officer James Clark Ross became the first

to reach the North Magnetic Pole physically and located the north dip pole position in northern Canada. Natural Resources Canada (NRCan) tracked the North Magnetic Pole, which is slowly drifting across the Canadian Arctic, by periodically carrying out magnetic surveys to re-establish the Pole’s location from 1948 to 1994. Magnetic north was drifting at a rate of up to about 9 miles (15 km) a year. Since the 1990’s, however, the drift of Earth’s North Magnetic Pole has turned into “more of a sprint,” scientists say. Two locations of the North Magnetic Pole in 2001 and 2007 were added through Canada-France collaboration.

The North Magnetic Pole is slowly drifting across the Canadian Arctic. The Geological Survey of Canada keeps track of this motion by periodically carrying out magnetic surveys to re-determine the Pole’s location. The survey, completed in May, 2001, determined an updated position for the Pole and established that it is moving approximately northwest at 40 km per year. In 2009, it was moving toward Russia (Siberia) at between 34 and 37 mi (55-60 km) per year. Why so fast? “Tussling magnetic blobs deep below Earth’s surface appear to be at the root of the phenomenon of rapid magnetic pole drift since the 1990’s. At present, the Siberian blob appears

to be winning in this magnetic “tug of war.” Scientists studying the drift of Earth’s magnetic north pole have pinpointed a change in the circulation pattern of magnetic blobs deep below Earth’s surface. They’ve learned a change in the flow underneath Canada has caused a patch of magnetic field at the edge of Earth’s core, deep within the Earth, to be stretched out. This has weakened the



Canadian patch and resulted in the pole shifting towards Siberia.”

One of the practical consequences of this is that the World Magnetic Model has to be updated periodically with the pole’s current location. The model is vital for many navigation systems used by ships, Google maps and smartphones, for example.

The reason we, as mariners and navigators, are interested in this is because of magnetic variation and its effect upon our boat’s compass. Variation, the “V” in T | V | M | D | C, where the motto “East is least, and West is best” is helpful, as a force

outside our boat, stemming from our position on the Earth’s surface. It is the angular difference between our geographic and magnetic meridians, expressed in degrees East or West.

“More simply, it is the difference in degrees between what our compass “feels” as Magnetic North versus True North. For sailors on the East Coast, the variation in the compass roses on nautical charts is West. On the West Coast, variation is East. For sailors on western Lake Superior, there is no variation. Boats on these waters are on an agonic line (an imaginary line on the earth's surface connecting the

north and south magnetic poles) where Magnetic North and True North just happen to line up on the same geographic meridian.

Based on the current WMM model, the 2020 location of the north magnetic pole is 86.50°N and 164.04°E,

Sources:

<http://www.ngdc.noaa.gov/geomag/GeomagneticPoles.shtml>

<https://asa.com/news/2020/10/31/interesting-things-at-the-top-of-world/>

<https://www.nature.com/articles/s41561-020-0570-9>

POPEYE, the Sailor Man, really existed...

By Robert Dandurand, P

His real name was Frank "Rocky" Fiegel. He was born in 1868 in Poland and, as a child, immigrated to the United States with his parents, who settled down in a small town in Illinois. As a young man, Rocky went to sea. After a 20 year career as a sailor in the Merchant Marines, Fiegel retired. He was later hired by Wiebusch's Tavern in the city of Chester, Illinois as a ‘Bouncer’ to maintain order in the rowdy bar.

Rocky quickly developed a reputation for always being involved in fighting (and usually winning). As a result, he had a deformed eye ("Pop-eye"). He also ‘always’ smoked his pipe, so he always spoke out of one side of his mouth. In his spare time as a Bouncer, Rocky would entertain the customers by regaling them with exciting stories of adventures

he claimed to have had over his career as a sailor crossing the ‘Seven Seas.’



Popeye’s real-life inspiration is sometimes attributed to a photo of an old sailor who really does resemble Popeye the Sailor Man, but this is just internet folklore.

The creator of Popeye, Elzie Crisler Segar grew up in Chester and, as a young man, met Rocky at the tavern and would sit for hours listening to the old sailor’s amazing ‘sea’ stories.’ Years later, Segar became a cartoonist and developed a comic strip called ‘Thimble Theater.’ He honoured Fiegel by asking if he could model

his new comic strip character, ‘Popeye the Sailor Man,’ after him. Naturally Fiegel was flattered and agreed.

Segar claimed that ‘Olive Oyl,’ along with other characters, was also loosely based on an actual person. She was Dora Paskel, owner of a small grocery store in Chester. She apparently actually looked much like the Olive Oyl character in his comics. He claimed she even dressed much the same way.

Through the years, Segar kept in touch with Rocky and always helped him with money; giving him a small percentage of what he earned from his ‘Popeye’ illustrations.

Source:

<https://www.wearethemighty.com/mighty-culture/popeye-the-sailor-was-based-on-a-real-person-and-this-is-what-he-looked-like/> and https://en.wikipedia.org/wiki/Pop_eye

Planning a Yacht Charter in the British Virgin Islands

By Rob Saloman

There's nothing quite like charter-ing in the BVIs, especially if you are escaping from a blustery winter where you live. There are also deals to be had if you are able and willing to sail the BVIs in the spring, fall, or even summer. Temperatures are pretty consistent year-round although wind and rainfall can vary. Either way, the islands and beaches are beautiful and there is much to see and do.



Step one is to decide what type of boat you are looking to charter and how many people you need to accommodate. There are many choices for boats, number of cabins, and charter style options. Sailing catamarans have become extremely popular and plentiful in most charter fleets but there are still lots of mono-hull options in some fleets and power cats are also a growing segment. The advantages to catamarans include incredible living space, stability, storage and water capacity, privacy between cabins, panoramic views from the main salon, and easy access to the water off the sterns. They are still fun to sail and can be much faster than a mono-hull off the wind. They also have greater manoeuvrability with twin engines which makes grabbing a mooring ball a little easier. I was a die-hard mono-hull sailor (we still have one in our home waters) but we now love our catamaran that we keep in charter management in the BVIs. With regard to accommodations, most catamarans, power or sail, come with 3 or 4 cabins with matching heads and showers but there are 5-cabin models available in the 50'+ category. Mono-hulls tend to have 2-3 cabins but some larger ones can have 4.

Once you decide on the boat you then have many choices of charter companies and charter styles. "Bareboating" is the most common option where you



are the captain and crew responsible for operating the boat and returning it in good condition. This requires past boating experience, the submission of your boating resume, and testing plus orientation when you arrive. One of the reasons the BVIs are the most popular charter destination in the world is that the sailing is relatively simple in protected waters with little tide and short distances between the islands, but captains are available for part or all of your charter if you need one. In fact, fully crewed charters are available with some companies and they include a captain and cook who do all the provisioning in advance for you. All you have to do is show up. It's also possible to have a captain/sailing instructor who will certify you for your next charter. Our charter management company offers this last option although most business is bareboat.

In my next instalment, I will talk about booking process, travel options and provisioning. Later I will cover routing and destinations followed by some of the unique experiences to be had on various islands and snorkelling parks.

Rob Saloman is a Sales Consultant at Breezeway Yachts and owner of Kindred Soul Yacht Charters which is operated in conjunction with TMM Yacht Charters. He and his wife Laurel sail the Great Lakes, North Channel and 1000 Islands in the summer on their Catalina 445 "Soul Mate", and the BVIs in the winter on their Lagoon 450F "Kindred Soul" when she is not in charter. Their home is in Stittsville, Ontario, just west of Ottawa.

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Merry Christmas

&

A Happy New Year