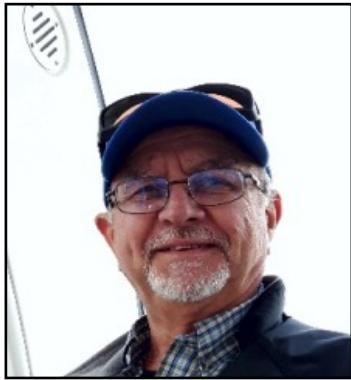




The newsletter of the Ottawa Power and Sail Squadron

## Commander's Message



A somewhat abbreviated message this time. Squadron activity has been very low so far this year. Blame it on Covid! Thankfully some of the Covid restrictions are slowly being lifted and we can once again hold face-to-face meetings, attend boat shows, take courses and above all, socialize without restrictions. Perhaps we may even have a picnic this year. Yeah! Stay tuned.

For those that ply the waters of the Rideau Canal System, don't forget to purchase your locking and moorage passes. Both will be discounted until March 31<sup>st</sup>. Click on the link to purchase your pass -

<https://hubs.ly/Q0152MMR0>

A sad note to report, long time instructor, volunteer, member and great supporter of CPS-ECP, William D (Bill) Kerr passed away on Feb 13<sup>th</sup>, 2022. Bill passed away in his 85<sup>th</sup> year, peacefully surrounded by family.

The Ottawa Power and Sail Squadron sends out condolences to Bill's family.

Stay safe, stay healthy.

*Axel Obenauf, N  
Commander*

## The Bookshelf

By Robert Dandurand, P

**A Sailor's Dictionary** by Henry Beard and Roy McKie, 1981, 93pp., softcover; Self-explanatory.

**Cruising for Cowards** by Liza and Andy Copeland, 1997, 272pp., softcover.

It gives equipment and maintenance suggestions for on deck and below; provisioning and health suggestions; safety at sea and security information; route planning and weather, tips for arrival and travel ashore; information for children and pets; and much more that will make cruising for all on board a guaranteed success

**Rough Water - Stories of Survival from the Sea** by many, 1999, 354pp., softcover: An anthology giving readers some of the best sea stories of all time.

**The Other Way South** by Gayle Kiurski, 1995, 213pp., and appendixes:

The story is realistic and provides an honest interpretation of day-to-day life aboard, including the struggles and go-no-go decisions made on a real cruise.

**Cruises with Kathleen** by Donald Hamilton, 1980, 247pp., hardcover: The author, a thriller writer, gives up power boats and returns to the sea under sail.

**Just Cruising - A Family Travels the World** by Liza Copeland, 1993, 306pp., softcover: Liza, her husband Andy, and their three children left a regular lifestyle to go sailing for two years. They found their new life so exhilarating they stayed away for six, completing a circumnavigation and visiting a total of 82 countries and colonies.

**Rescue in the Pacific - A True Story of Disaster and Survival in a Force 12 Storm** by Tony Farrington, 1996, 273pp., hardcover: This is the true story of how nine yachts struggled to survive hurricane-like conditions. Boats were battered by fierce winds and capsized by seas towering well over 50 feet high.

*(Continued on page 5)*

## **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
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Public Relations	Donald Partridge, AP
Marketing Officer	Robert Ménard
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**

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Ottawa ON K1C 2E8

Cdr Axel Obenauf  
(613) 825-2882

**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!

## **Squadron Events Calendar**

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

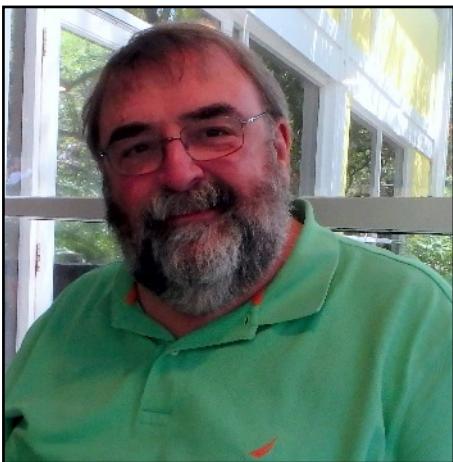
**“All face to face activities, classes, Squadron and District Meetings are postponed until the coronavirus / COVID-19 situation is resolved and the restriction is lifted. Our paramount concern is the health and well-being of all our volunteers, their relatives and friends. This is the safest course of action in the current circumstances.”**



*maritime quarantine flag*

## **Scuttlebutt**

By Robert Dandurand, P



The federal Government is taking back the Print on Demand agreements with their nautical chart dealers across Canada. In 2015 the Government had chosen to privatize chart printing and a small number of locations signed on as Print on Demand (POD) dealers coast to coast. The Canadian Hydrographic Service (CHS) has decided to terminate their 'so-called' pilot project allowing qualified chart dealers to print charts directly. The dealers will be de-activated March 31st. The CHS has said that they will now be printing all nautical charts in Canada themselves and then mailing them to chart dealers to sell to the end users. For more information go to:  
<https://boatingindustry.ca/current-news/9261-canadian-hydrographic-service-takes-back-chart-printing-cancels-print-on-demand-dealers>

◇◇◇

Author John Vigor came up with a super useful table to show how to estimate your distance off by eye. Did you know that if you sit in the

cockpit and the distance from the water surface to your eye measures 5 feet, the horizon that you see will be just 2.5 miles away? That's because of the curvature of the earth. Of course, other factors increase or decrease the distance you can see an object on the horizon.

Here's how far you can expect to see certain objects from your boat:

- Light colored sandy beach: 4 miles
- Individual windows in a house or building: 2 miles.
- Large navigation buoy: 2 miles.
- Small navigation buoy: 1 mile.
- Shape and color of a small navigation buoy: 1 mile.
- Person (shows as a black dot): 1 mile.
- Faces (some detail): 250 to 300 yards.

\* table based on a 5' height of eye above sea level.

Source:

[CaptainJohn@skippertips.com](mailto:CaptainJohn@skippertips.com)

◇◇◇

A high relative humidity does not necessarily mean high humidity. Relative humidity follows air temperature in an inverse way – a decrease in temperature results in an increase in relative humidity, and an increase in temperature causes a decrease in relative humidity. On average, the relative humidity is greatest at dawn, the coolest part of the day, and lowest in mid-afternoon, when temperature reaches its maximum. A rope knot tied in dry weather

will become harder to untie in damp weather. Old-time sailors anticipated a storm when knots began to tighten.

Source: Blame it on the Weather, 1998, page 35.

◇◇◇

It is good seamanship/skipper practice to have a SOP (Standing Operating Procedure) whenever guests board your vessel, even repeaters, such as going down a list and pointing out the location of each item: fire extinguishers, PFDs, VHF radio, first aid kit, briefing them on their operation, as well has how to start the engine, operate the throttle and gear as well as the steering.

◇◇◇

Clearly, having an inflatable personal floatation device (PFD) on board is worthless if you haven't maintained it to ensure proper operation. Visual inspection before every use:

- There are no rips, tears, excessive abrasion or holes, all seams are securely sewn, and the cover, straps and hardware are still strong.
- Oral-inflation dust cap is in the stowed position
- The PFD is not twisted
- All zippers, closures and waist buckle are secure
- Your inflator status indicator is green. Some PFDs have more than one status indicator! Refer to your product manual if you're not sure
- The inflator pull-tab is hanging on the outside

- Bobbin Check (This is a yellow “pill” with white powder inside. When the white powder dissolves, it activates a pin that punctures the CO<sub>2</sub> cylinder and inflates your PFD. Inspect the pill to make sure it’s still intact and replace the pill if it looks compromised)

Source: <https://www.practical-sailor.com/blog/check-expiration-dates-on-auto-inflate-pfds>

◊◊◊

Detection is a huge part of making sure you can be seen when you are in the water. Bright colors (int. orange, bright greens, etc.) greatly increase your chances of being seen by air and surface resources. Add some retro reflective material to a PFD and you will stick out like a spot light at night when the light hits it. PFD manufacturers tend to appeal to what looks cool with colors rather than what will

make you more seen if you are in the water.

Source:

<https://boatwatch.org/safety-at-sea/at-sea-color-can-save-your-life-wear-fluorescent-green-to-be-seen/>

◊◊◊

The country with most lakes in the world is an accolade belonging to Canada: it has around 879,000.

◊◊◊

COLREGS Rule 5 stipulates that: “Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.” Today, “all available means” include, but are not limited to, radar, AIS, an automatic radar plotting aid, vessel traffic services, VHF radio and

good old reliable binoculars. The captain has to assess the vessel’s needs, make sure everyone tasked with lookout duty has, and knows how to use, the equipment — and knows which information is expected to be delivered to the operator. Guard against relinquishing the lookout function to electronics alone. Look out the window. Collisions are often preventable by maintaining a proper lookout.

Source:

[https://www.soundingsonline.com/voices/maintaining-a-proper-lookout-by-all-means?utm\\_campaign=SND%20-%20NL&utm\\_medium=email&\\_hs\\_mi=203711916&\\_hsenc=p2ANqtz-9jKDqZs0xc7udBxnVcdCK9nZfVQqUDHrYante9gP50p2JdzovfNx5zIUbQ-NGedNxW8gzqmYdqX8aK CtC4fsm2rEVdzg&utm\\_content=203711916&utm\\_source=hsemail](https://www.soundingsonline.com/voices/maintaining-a-proper-lookout-by-all-means?utm_campaign=SND%20-%20NL&utm_medium=email&_hs_mi=203711916&_hsenc=p2ANqtz-9jKDqZs0xc7udBxnVcdCK9nZfVQqUDHrYante9gP50p2JdzovfNx5zIUbQ-NGedNxW8gzqmYdqX8aK CtC4fsm2rEVdzg&utm_content=203711916&utm_source=hsemail)

**I could swear he is doing it wrong,  
but since I dont own a boat, Im  
going to keep my opinion to myself!**



PhotoGrid

(Continued from [page 1](#))

**The Seagoing Hitchhiker's Handbook - Roaming the Earth on Other People's Yachts** by Greg Becker, 1994, 214pp., softcover: An encyclopedic guide to obtaining crewing positions aboard voyaging sailboats.

**Mysterious Islands - Forgotten Tales of the Great Lakes** by A. Gutsche and C. Bisailon, 1999, 294pp., softcover: From a decisive and bloody naval battle in the War of 1812, to Prohibition rum running, to harrowing tales of shipwreck and rescue, the book has amazing, bizarre, and heroic stories.

**The Voyage of the Northern Magic - A Family Odyssey** by Diane Stuemer, 2002, 369pp., hardcover: An Ottawa typical suburban couple entering middle age, with a comfortable home and three boys under twelve set out to circumnavigate the globe in a 40-year-old yacht.

**Rideau Waterway** by Robert Legget, 1955, 249pp., softcover: The history of the Rideau Canal - an engineering marvel, built by soldiers and civilian labourers through swamp, bush, and rocky wilderness - as well as stories of the pioneers who settled there.

**Around the World in 79 Days** by Cam Lewis and Michael Levitt, 1996, 316pp., softcover: The true story of Cam Lewis, who set out to better the impossible pace set by Verne's characters. Along with a small crew of Frenchmen aboard the catamaran Commodore Explorer, battling fatigue, frustration, and fifty-foot waves that threatened to smash the boat.

**Messing about in Boats - The Nautical Confessions of an Unsinkable Irishman** by Will Millar, 1997, 189pp., softcover: Many boat-related adventures, weaving into the story is the detailed account of his (Millar's) professional and very successful musical career (formerly of the Irish Rovers).

**Running Away to Sea - Round the World on a Tramp Freighter** by Douglas Fetherling, 1998, 245pp., hardcover: The four-month voyage carried the author 30,000 nautical miles from Europe via the Panama Canal to the South Pacific and back by way of Singapore, Indonesia, the Indian Ocean, and Suez. The author captures the reality of life aboard a working cargo ship – the boredom, the seclusion, the differences of nationality and culture.

**Mahina Tiare - Pacific Passages** by B. Marrett and J. Neal, 1993, 306pp. softcover: Chronicle of cruising remote regions of the South Pacific islands in a 31-foot fiberglass sloop, the Mahina Tiare.

**Living Afloat** by Clare Allcard, 1995, 268 pp., softcover: These are Clare Allcard's insights to a myriad of topics from her own long experience in living afloat.

**Ocean Cruising on a Budget** by Anne Hammick, 1995, 196 pp., Softcover: Based on a lifetime of practical experience, Anne Hammick gives advice on choosing a suitable boat, locating equipment bargains, deciding individual priorities for safety as well as sanity and enjoyment, etc.

## “Quote, Unquote”

“The trickiest part of a voyage or cruise may turn out to be the short leg between any harbour entrance and dock, both on the way in and on the way out.”

Carleton Mitchell

## The Fly Invasion

By Emilie Carter

It was August 2021 and the Amaruq crew decided to sail Lake Ontario. The crew consisted of me, my husband and our dog Roxy.



Since the pandemic and our rushed return from the Bahamas, we've put on hold our long-term cruising plans and have settled as weekend sailors. However, with a whole week of vacation in front of us, we wanted to do a bit more than sail to our usual bay and spend a single night or two on the hook. We decided to sail all the way across the lake and go from there. From Collin's Bay Marina, we sailed southeast of Amherst Island then sailed by the false Duck Islands, which are just east of the southern portion of Prince Edward Bay. From there it is a pretty straight forward sail to Port Weller.

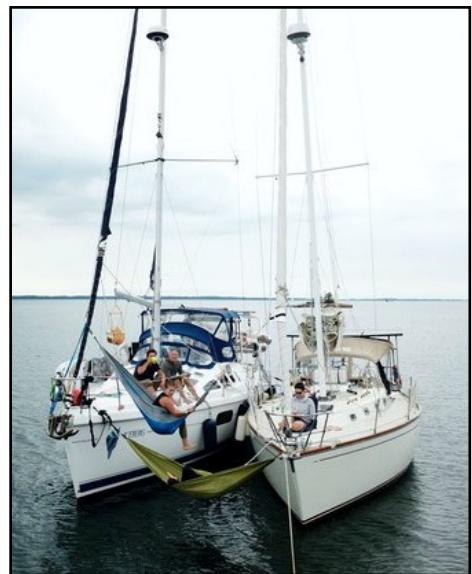
Our 29-hour sail had no remarkable weather events or breakdowns. We averaged just under five knots of speed for a total of 140 nautical miles and only tacked a handful of times. It felt

great to lose sight of land and sail under the stars. We had our guard down and did not expect the most brutal part of our passage: the stable flies. Right in the middle of the lake, they came out of nowhere and made themselves at home. Munching on each crew member as if they had been starved for weeks. We put up a valiant fight with our fly swatters but our efforts were in vain. It seemed that, as we created carnage on them, more of them seemed to appear as to defend their fallen kin. As we tried to seek refuge below decks, they seemed to find every possible entry point to join us and continue their torture. Those flies were pretty skilled I must admit. When the wind picked up and we were certain they would be blown away, they just held on without budging. Let me tell you, it's enough to drive any sailor crazy and start craving land.



Unfortunately, even once we dropped anchor in the late evening in Port Weller harbour, their presence persisted. We learnt from the locals that these flies were brought from a southern breeze about a week prior, aggravating the local landlubbers as well. It seems they get blown out from (you guessed it) stables and get stranded

on the lake or stick around the southern shore of Lake Ontario. This isn't the first time that Amaruq unexpectedly gets invaded with insects. We clearly need to work on our knowledge of their peak season and migration patterns. With these strong emotions, we were ready for a drink. Luckily, the local marina allowed us to tie up our dinghy while we played tourists. It was a fairly short cab ride to the Niagara Falls and, my favourite part: Niagara-on-the-Lake, wine country! For the latter alone, I would recommend this expedition to anyone who enjoys a good local wine. The next day, we lost the last of the critters on the sail up to Toronto. Being dependent on the weather, we almost immediately set sail and headed back east towards the Thousand Islands and Gananoque. En route, our next challenge presented itself: we were down to our last roll of toilet paper. Luckily, we had friends who came to our rescue with some fresh rolls and we rafted up to their boat for the last nights of our vacation. When sailing, the destination doesn't really matter, the adventure truly lies in the journey, and there is always adventure to be had wherever we go.



## **Planning a Yacht Charter in the BVI's Part 2 - Booking, Travel and Provisioning**

By Rob Saloman – April 2019



In Part 1 of this series, I discussed some considerations in choosing a charter boat and the type of charter you might select. In this instalment I will cover the booking process and some travel options and considerations.

The boat and charter style you have chosen may determine which charter companies you talk to and get quotes from. A few of the larger companies offer all the options of power or sail, crewed or bareboat, but most companies specialize to some degree. Almost all charter companies offer the bareboat option and some offer captains but only a few offer cooks. There are companies that only deal with new boats and they typically will keep these boats for up to five years and then there are companies that will take these boats beyond five years old and charter them at 10-20% lower rates. When we bought our new yacht to put in charter management, we chose a well

established but smaller company that could provide us and our clients with more flexibility and personal service. They offer bareboat or captained charters. Almost any boat you charter will be privately owned but managed by a charter company which is who you deal with. I would recommend getting detailed quotes as there are incidental expenses such as insurance, cruising taxes, park fees, cell phones, Wi-Fi, and other items that will add about 10-15% to the cost of your charter. You can also rent extra equipment such as fishing gear, dive gear, kayaks, paddleboards and more. Lastly, there are discounts available depending on the time of year, when you book, how long you stay, and repeat business. If you really need to guarantee a specific date, then its best to book 6-12 months in advance but if you are flexible there are some last-minute deals a month or two in advance. Published prices are based on 7 nights but there are discounts for 10 nights or more. We find 10 days ideal in order to see all the islands and sites and get the most out of your travel. Our guests have all agreed.

Once you book your yacht dates will be reserved but you will be asked to submit your sailing resume, pay a deposit and sign a contract within a week or so to confirm your reservation. In our case this deposit is 50% of the value of your charter. The balance is due 45 days prior to your arrival. Be sure to check cancellation policies and buy travel insurance to cover cancellation costs. It's a fair process for both sides but its important to be aware of the cut-off periods and payment dates.

Note also that when you arrive you will be putting a damage deposit on your credit card which you will get back when you return the boat in good condition with its full inventory. Your final boat cost will be to refuel at the end of your trip. Incidentally, BVI currency is \$U.S. so all transactions will be in \$U.S.

Now that you have a boat booked in paradise you just have to get yourself and your crew there on the designated days – preferably a day in advance to be safe and it may be possible to sleep aboard your yacht if its available and although there is a charge for this its likely cheaper than a hotel. I've been there and back about a dozen times in the last few years and I think I'm batting about .500 or so for travel issues. My wife, the admiral, is convinced she's the jinx as they usually happen when she's along. There are two choices for arriving in Tortola. One is by ferry from St. Thomas, USVI, while the other is to fly to Beef Island, Tortola from San Juan, PR, St. Maarten, or Antigua. If you choose routing through St. Thomas then your challenge is to arrive there by 3 PM or shortly after as the last ferries to Tortola are between 4-5 PM. It's a relatively short taxi ride from the airport to the main ferry and ferry tickets can be purchased ahead on-line. Note that the USVIs and BVIs do not use daylight savings time. If you do miss the ferry, then water taxis are available but expensive although likely no worse than a night in a hotel.

For Canadians travelling from the Toronto or Montreal areas Air Canada now has flights to San Juan, PR, while West Jet has

flights to St. Thomas or St. Maarten (SXM). West Jet has a partner, WinAir, to get you to Beef Island, Tortola (EIS), so that they are responsible for getting you to your final destination. Air Canada does not have a partner so you will likely use Seaborne or Cape Air and the last leg will be your responsibility. American, United, and Delta all have other options from Canada or the U.S. I highly recommend carry-on luggage if possible so that you can better cope with any flight delays. Boats are equipped with towels and snorkelling gear so its easy to pack light with beach attire and a few on-shore dinner items which can still be quite casual. We wear fleeces, windbreakers, long pants

and running shoes for travel so that we have something for the rare raining day or cool night plus hiking. Other than that, you will mostly wear t-shirts, shorts, bathing suits and sandals.

The BVI's are not the easiest travel destination in terms of flight options but if it were easy then it wouldn't be such an unspoiled paradise!

In my next instalment, with help from my admiral, I will discuss arrival and provisioning in some detail. Later I will cover cruise destinations and some of the unique experiences to be had on various islands and in snorkelling or diving areas.

*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 BVI's 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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