

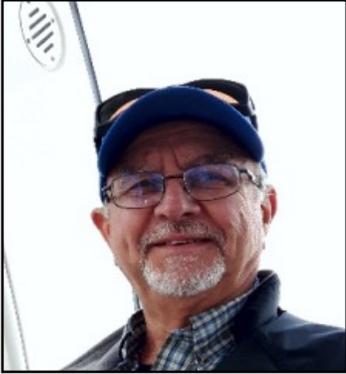


# Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

## Commander's Message



**B**y now most of you will have launched or soon will launch your chosen water craft. A careful inspection not only of the vessel itself but the mandatory safety equipment carried on board. We can help with that.

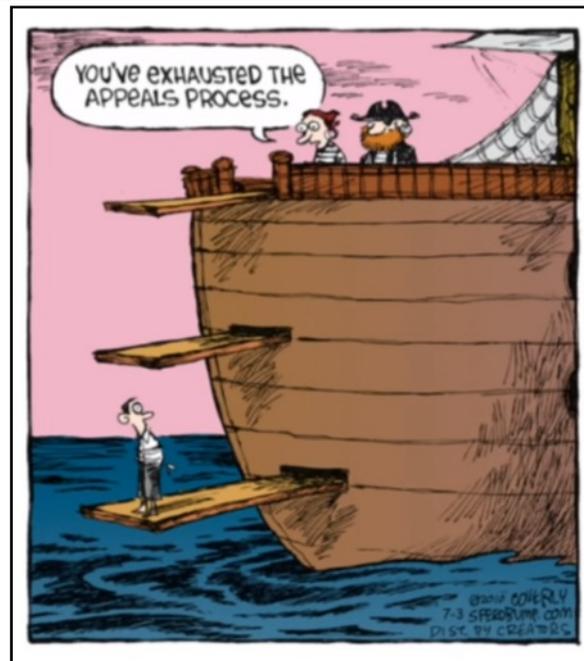
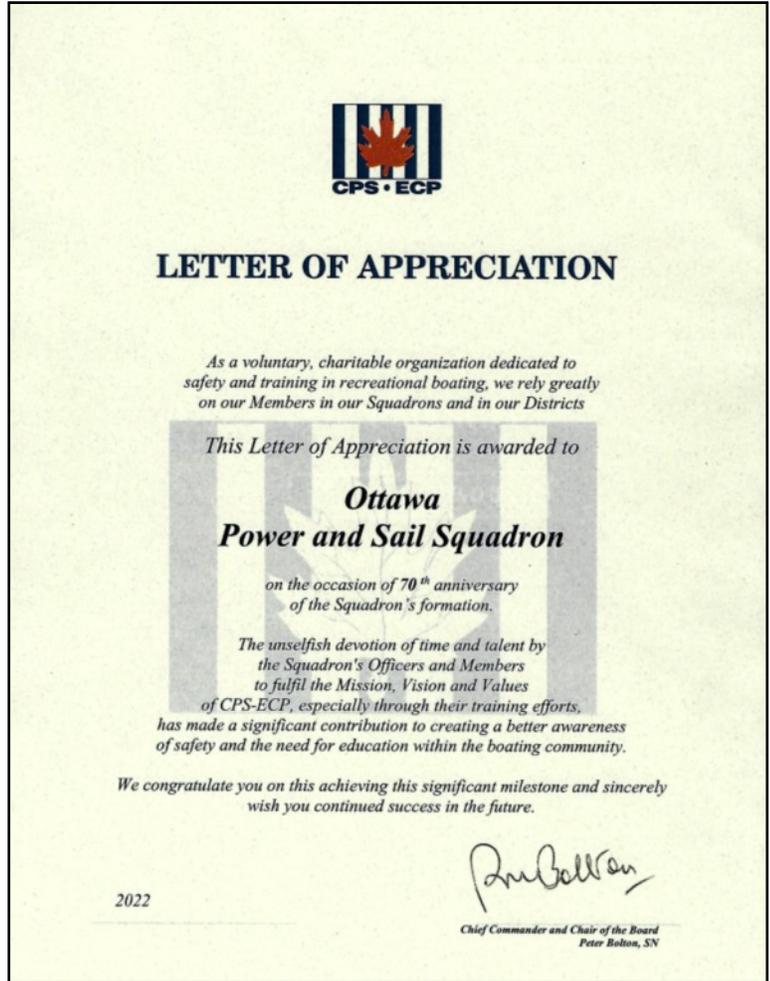
Ottawa Squadron is doing RVCC (Recreational Vessel Courtesy Check) checks this summer. The reminder, a fine for not carrying all necessary equipment for the type and length of vessel is \$200/per missing item. We can save you money. If you would like a check done on your vessel, contact the coordinator, Robert Dandurand, via email [360tanzer@gmail.com](mailto:360tanzer@gmail.com)

On June 17<sup>th</sup>, 2022 the Ottawa Squadron will reach a significant milestone in its history. On that date the Ottawa Squadron will celebrate its 70<sup>th</sup> year of operation, first lead by Commander T. Chase-Casgrain, from 1951-1953.

A Plaque and Letter of Appreciation was sent to the Squadron. Electronic copies of the plaque and letter are attached for you, our membership to read. Plans are for the plaque to be suitably displayed, the location, at this writing, to be finalized.

Stay safe, stay healthy, above all, have a great summer.

*Axel Obenauf, N  
Commander*



## The 2022 – 2023 Executive Committee

Squadron Commander	Axel Obenauf, SN
Immediate Past Commander	Court Harkness, SN
Executive Officer	V A C A N T
Administration Officer	Guy Ladouceur
Financial Officer	Robert Menard
Educational Officer	Robin Craig, CN
Membership Officer	Terry Hamilton, JN
A/Membership	Joan Feltham, <u>AP</u>
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Communications Officer	William M. Hall, P
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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

**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*

Canadian Power and Sail Squadrons  
TRAINING IN RECREATIONAL BOATING



Escadrilles canadiennes de plaisance  
FORMATION EN NAVIGATION DE PLAISANCE

Chief Commander and Chairman of the Board

Peter Bolton, SN  
cc@cps-ecp.org



2022

Axel Obenauf  
26 Malvern Dr  
Nepean, ON K2J 1L9

RE: Squadron Anniversary, **Ottawa Squadron**

Dear Commander Obenauf:

Enclosed, please find a Letter of Appreciation recognizing the 70<sup>th</sup> Anniversary of **Ottawa Squadron's** formation on June 17, 1952.

This is a significant achievement of which your Officers and Members can justifiably be proud. We hope you will advise your Members of this Award at an official ceremony when face-to-face meetings can take place and involve Members and Officers of the Squadron, families and friends.

You all are to be commended for achieving this milestone, and for the dedication and commitment to CPS-ECP's Mission, Vision and Values you all have shown through promoting boating safety and education over the years.

Best personal regards,

Peter Bolton, SN  
Chief Commander and Chairman of the Board

C.c.: District Commander

## Scuttlebutt

By Robert Dandurand, P



In 1980, John Lennon had been dealing with writer's block for almost five years. Unable to finish writing a single song, he turned to the sea for inspiration. With Capt. Hank Halstead and a small crew, he set off on a 600-mile journey to Bermuda. The perilous trip across the ocean seemed to renew Lennon's song-writing talents. During his stay on Bermuda, which lasted several weeks, he composed approximately 25 songs, including "Watching the Wheels," "Woman" and "(Just Like) Starting Over."

Source:  
[https://www.soundingsonline.com/features/sea-of-inspiration?utm\\_campaign=SN D%20](https://www.soundingsonline.com/features/sea-of-inspiration?utm_campaign=SN D%20)

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Dropped your dinghy's outboard motor overboard? No need to panic. First, get the motor out of the drink quickly and rinse it thoroughly with fresh water; most importantly, do not let it dry. Once the water begins to evaporate, corrosion will set in and can cause permanent damage, especially if the motor was submerged in saltwater.

Remove the spark plugs, fuel lines and carburetor, liberally applying WD-40 as you go to drive out the water ("WD," after all, stands for "Water Displacement"). Spray inside the cylinders or, better still, rinse the chambers with methylated spirits. For more, go to:

Source:  
<https://www.sailmagazine.com/diy/sails-tip-of-the-week>

◇◇◇

There's something about sailing that makes it quite unlike other sports. More than just skill and strategy, it teaches certain values that shape sailors both socially and emotionally. Here's a list of the top 10 socio-emotional benefits of sailing: grit, confidence, teamwork, friendship, sportsmanship, learning to lose, patience, responsibility, managing emotions, and discipline.

Source:  
<https://www.sailingscuttlebutt.com/2018/07/05/ten-socio-emotional-benefits-sailing>

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The most common reason a boater calls mayday is you. Medical problems far outweigh problems with boats as reasons for distress calls. It's not flooding or fire or even a failure of some sort that causes the most serious problems at sea. You should know the medical history and health concerns of every passenger on your boat, and they should know yours. Too often fishing buddies have no idea what medications their friends are allergic to or whether they are diabetic or have a heart condition. These things

matter to responders, and since a trip to the emergency room from the fishing grounds is four times longer than from the dock, this knowledge can make a huge contribution to a successful outcome.

Asking your passengers about their private medical history or telling them yours can be awkward, but there is an easy solution. Prepare a one-page letter, sealed in an envelope, with everything the doctor would need to know about you: medical history, drug allergies, primary physician's name and phone number, and contact information of your closest relatives. Nobody needs to read it but the emergency medical technician who shows up. You could ask your buddies to do the same.

Source:  
[https://www.soundingsonline.com/voices/the-most-common-at-sea-emergency?utm\\_campaign=SN D%20](https://www.soundingsonline.com/voices/the-most-common-at-sea-emergency?utm_campaign=SN D%20)

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Sven Salen, a famed Swedish racing sailor who later competed in the Olympics, shocked the fleet in an international regatta in Italy in 1926 by hoisting a huge overlapping headsail on his R-class boat. At a time when racing headsails were tiny, short-footed jibs set on fractional rigs, the big sail was so much of a sensation that it came to be named after the place where it debuted—Genoa.

Source:  
<https://sailingmagazine.net/article-2395-the-geoa-is-dead-long-live-the-jib.html>



A reminder: E15 gasoline — fuel blended with 15 percent ethanol — voids many engine warranties. Ethanol in gasoline is a problem for boats due in part to phase-separation. When moisture is introduced to an on-board fuel tank because of variations in temperature, it binds with the ethanol and settles as sludge in the bottom of the tank. Ethanol has also been known to be corrosive to metal fuel tanks and engine components. Check your engine specs before using.

Source:

<https://www.tradeonlytoday.com/industry-news/e15-gasoline-makes-a-comeback>



A few gas saving tips: A once a year for a tune-up and service will help it run more efficiently; Take your boat out on a calm day and run wide-open throttle (WOT). The WOT rating is the RPM range the motor should achieve when running at wide open throttle. If it's not able to reach WOT — or overruns it — you've got the wrong prop and you're not getting the most bang for your fuel buck; Take stock of what's onboard; additional weight means more drag. Clean out anything you won't need; Don't run with a full freshwater or fuel tank unless you absolutely need it. Water weighs 8 pounds per gallon, and some boats have freshwater tanks that can hold 100 gallons; most recreational boats run most efficiently when they're on plane.

Source:

<https://www.boatus.com/news->

[room/release/boatus-21-gas-saving-tips-for-boaters](#)



The Canadian Boating Safety Council Symposium held in October 2021 raised some interesting points. The consensus is: the new boaters generally lack sufficient knowledge, experience, and equipment to operate safely on the water. The PCOC is not enough and in many cases the new boater is in a kayak, canoe or SUP and doesn't even have a PCOC. The highest rate of fatalities comes from: smaller open boats, kayaks, canoes, PWCs and pontoon boats. And in most fatalities, lifejackets were not worn. Small, powered boats (<20') and canoes represent 50% of all drowning fatalities.

Source: CSBC October 2021 Symposium, Summary of Presentations and “Interesting” Points



April 22, 2022 was Earth Day. It's our duty, and part of the CPS-ECP Boat Blue mission of the Canadian Power and Sail Squadron National Environment Committee's campaign to bring the protection of our waterways to the forefront of what it means to be a responsible boater, to not leave our waterways in worse condition than when we found them. And if we can, it wouldn't be bad if we tried to do a little clean-up while we're out there. For example, lose the straws: Do we really need straws anyway? Try to incorporate reusable bags and be extra vigilant when unpacking so the “parachute effect” doesn't occur. Use reusable water bottles when aboard, and on

land. See floating trash! It is a great excuse to both clean up the water around us and practice Man Overboard. Next time, grab a net and tell the crew that it's MOB practice time.

Source :

[https://asa.com/news/2022/04/19/7-things-sailors-can-make-healthier-environment/?utm\\_](https://asa.com/news/2022/04/19/7-things-sailors-can-make-healthier-environment/?utm_)



When two charted objects line up as viewed from your boat, say a church spire behind a tank, you have a range. A range provides a flawless line of position (LOP). When planning a cruise, look ahead, behind, and to the sides of your track for pairs of charted objects that will line up as you proceed. Natural ranges help you stay on track, show your boat's speed of advance, and strengthen the quality of any position fix. You can use any combination of landform tangents, landmarks, beacons, and buoys as a range.

You needn't convert a bearing to true or magnetic or even use a protractor. Just draw a line on the chart through the two objects, extend the line over the water, and you're somewhere on that LOP. No error, no slipped parallel rulers, no fuss, and no doubt about it. Cross that LOP with a bearing to an object off the beam, and you've got a solid fix.

Source :

<https://www.skippertips.com/>



10 ways to prevent fuel spills

1. Make sure that you're putting fuel into the correct tank.

2. Fill tanks only to about 95% capacity to allow for expansion and sloshing as the boat moves.
3. Do not top off the tank. The boat's movement may cause fuel to leak from the tank vent, causing pollution.
4. Use absorbent sheets or pads around the fuel pump nozzle while transferring it from the dock to the boat and while filling to prevent splashes marking boat decks and leaking into the water.
5. Listen carefully. It's often possible to hear when the fuel is getting closer to the top of the tank.
6. Hold (or have someone else hold) a highly absorbent rag or fuel absorbent pad at the fuel tank's air vent to absorb any spillage from the vent.
7. Consider installing a whistle in the fuel-vent line, designed to make noise as long as fuel is flowing. As soon as the tank is full, the whistle stops, and you know it's full.
8. Don't let the higher pump speed catch you unaware. Many pumps at fuel docks fill at a much quicker rate than those at the local gas station to allow boats that often have large fuel tanks to fill faster. Also, even if a fuel-fill nozzle has a lock-off device, don't use it. By the time the nozzle catch has tripped and stopped the flow of fuel, you may have already sent a fair amount of fuel onto the deck and into the water.
9. Regularly check your fuel system for leaks. Not only is this a fire and explosion hazard, but if fuel leaks into the bilge, it may be

pumped over the side by the bilge pump.

10. Replace the gas cap after fuelling, and maintain the gasketing around the cap.

Source:

[https://www.waterwayguide.com/latest-news/news/11842/10-ways-to-prevent-fuel-spills?utm\\_source](https://www.waterwayguide.com/latest-news/news/11842/10-ways-to-prevent-fuel-spills?utm_source)



What do you know about our ocean? The ocean is where life began over 3.5 billion years ago. The ocean covers over 70% of the Earth's surface and includes over 96% of the Earth's water. Australia's Great Barrier Reef is the largest living structure on Earth and can be seen from the moon! The deepest part of the ocean is in the Mariana Trench, and nearly 7 miles beneath the waves! Coral reefs cover only 1/50<sup>th</sup> of the ocean floor but about one quarter of all the marine species make coral reefs their home. No light penetrates the ocean at depths greater than 3,280 feet. Aided by deep diving rovers and remote sensing cameras, scientists are still discovering new species beneath the waves. The Gulf Stream transports more water than all of the Earth's rivers combined. The mid-ocean ridge criss-crosses the globe for over 40,000 miles and is the largest geological feature on Earth. Did you know that about 95% of the ocean remains unexplored? There is only one world ocean.

Source:

<https://oceanservice.noaa.gov/ocean/30days/>



## Third Annual Squadron Photo Contest

Here is a reminder to take your camera aboard on your boating adventures this summer and share your pictures as the Squadron is looking to publish the best in the Squadron Fall newsletter, the Rideau Ripples, and/or on the Squadron website.

### Submission Requirements

Submit one or more individual photos by 4pm, August 31, 2020 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.

## The Bookshelf

*By Robert Dandurand, P*

**Atlantic High** by William F. Buckley, Jr., 1982.

The author's tale of sailing with friends in 1980 across the Atlantic Ocean, the places they visited and the people they met.

**Wooden Boats** by Michael Ruhlman, 2001.

"Michael Ruhlman sets off for a renowned boatyard in Martha's Vineyard to follow the construction of two boats-Rebecca, a 60-foot modern pleasure schooner, and Elisa Lee, a 32-foot powerboat. Filled with exquisite details and stories of the sea, this exciting exploration of a nearly forgotten craft and the colourful personalities involved will enthrall wooden boat owners as well as craftspeople of every stripe."

**Between the Devil and the Deep Blue Sea - Merchant Seamen, Pirates, and the Anglo-American Maritime World, 1700-1750** by Marcus Rediker, 1987.

Between the Devil and the Deep Blue Sea focuses upon the seaman's experience in order to illuminate larger historical issues such as the rise of capitalism, the genesis the free wage labour, and the growth of an international working class.

**The Quotable Sailor** edited by Christopher Caswell, 2001.

It is filled with quotes from famous and not so famous people. Its quotes span the centuries from Homer's Odyssey right up to the America's Cup

**The Pirate Dictionary** by Terry Breverton, 2004: self-explanatory.

**Blame it on the Weather - Amazing Weather Facts** by Collaborators, 1998.

"Many of the common questions about weather phenomena are answered, fascinating moments in weather history are described, and weather folklore and trivia are explored."

**The Great Lakes Reader** by Walter Havighurst, 1966.

34 pieces written by men and women of early America who were the first to live, work and explore in this region. The accounts are as varied as their contributors: priests, sailors, historians, explorers, prospectors, writers and even the first woman to shoot the rapids.

**The Strange and Dangerous Voyage of Capt. Thomas James**, Ed. by W.A Kenyon, 1975.

The account of his attempt to find the Northwest Passage and the winter he spent on an island in James Bay made his name synonymous with exploration and the north

**The Black Joke** by Farley Mowat, 1962.

The time is the 1930s. The loot is bootleg liquor. The ship is the Black Joke, a sleek, swift fishing schooner named after the 18<sup>th</sup> century pirate ship. This is Newfoundland in the 1930s' depression, and cod markets are vanishing. Other fishing vessels are passing into the hands of local merchant Simon Barnes, as payment for debts. Barnes has a secret special interest in the speedy Black Joke because of the price it can fetch from rum-runners. So he lays a trap. He hires its owner, ostensibly to deliver a rush order of timber, but really to

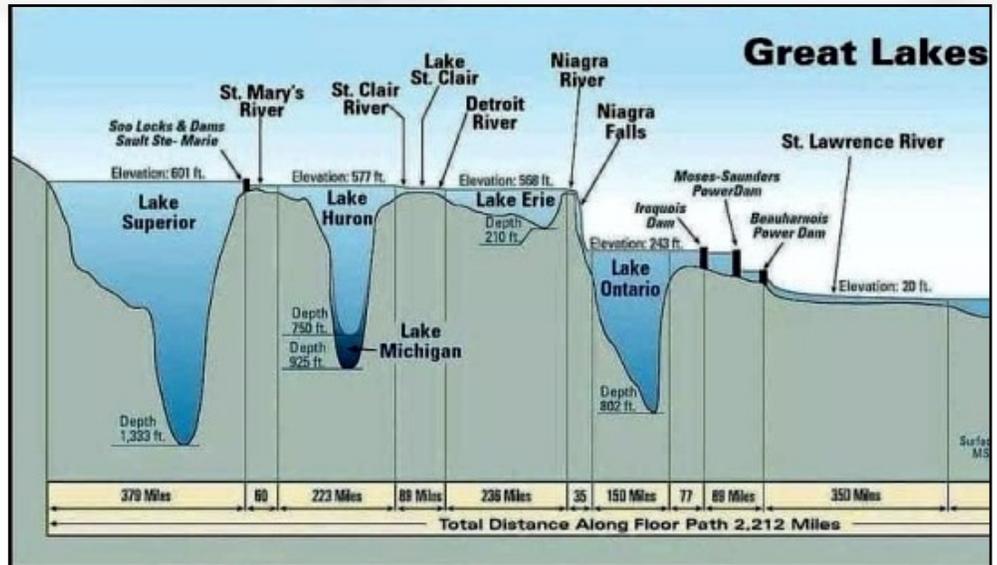
be framed in a deliberate channel collision. The plan is to sue the owner, Jonathan Spence, for damages he cannot afford, so he will have to sell the boat - and Barnes will buy it.

Unaware, Spence sails off with his son Peter, his nephew Kye, and Barnes, straight into Barnes' trap. He is arrested on the small island of Miquelon, still under the jurisdiction of France. The retainer for a lawyer is, alone, more than he can afford. The court proceedings are all in French. "Victims" and "witnesses" lie. That's just the start of the complications.

**Dangerous Waters: One Man's Search for Adventure** by David Philpott, 1985.

"The true story of the C.E.O. of a major multi-national who said to hell with life at the top. He becomes preoccupied with the ultimate challenge: a solo sail around the world. From Halifax he sails to Bermuda, the Caribbean, and then out into the Atlantic. During the endless days on the water, Philpott goes back over his life, his attitudes, his accomplishments and dissatisfactions, in a rite of passage that turns into catastrophe when a storm wrecks his boat, leaving him helpless and drifting, running out of food and water, and coming to grips with the increasing certainty that he will die alone at sea."

Most titles are available on Amazon.ca and such other book markets.



**Navigation Tip – Draco the Dragon**



As night deepens, and the fainter stars of the Little Dipper spring into view, those of you with dark-enough skies can expect to see a winding stream of stars between the Big and Little Dippers. These meandering stars make up the constellation Draco. Draco is circumpolar (that is, never setting), and can be seen all year from northern latitudes.

## Planning a Yacht Charter in the BVIs – Part 3 Arrival Day and Provisioning

By Rob Saloman - April 15, 2019



In Part 1 and 2 of this series I discussed choosing a charter boat and the type of charter as well as the booking process and getting to the BVIs. In this instalment I will cover a typical day of arrival and provisioning your yacht with food, drink, and any other equipment you wish to have.

Whether you land at Beef Island or arrive at the ferry dock in Road Town, you will have to clear BVI customs. Make sure you fill out your departure date at the bottom of the form. They may ask to see your departure ticket. Thirty days is the maximum stay without obtaining special permission. Make sure you save the tear off portion of your customs form in your passport folder as you will be asked for this upon your departure. You are permitted to bring food in with you, even meat and dairy, but it should be vacuum packed. We have brought cheese, favourite spices or coffee, and cured meats although usually there is a pretty good selection of these items in the islands.

If you provide your travel itinerary to your charter company, they

should arrange for a taxi driver to be waiting for you but, if not, there are usually some available. It's a 20 to 30 minute scenic ride from the airport to Road Town but only about 5-10 minutes from the ferry dock to most marinas. Tipping is appreciated for all services in the BVIs although some restaurants add 15% automatically so be sure to check your bill before adding more.

I suggested previously that it's a good idea to plan to arrive the day before your charter in case you have delays but assuming that your travels went well and you did not pre-arrange a sleep aboard night prior to your charter then you will need a hotel. The BVI Traveller web site has a good list of hotels available.

<https://www.bvitraveller.com/>

The day that your charter officially begins you will have four main objectives: 1) Check in with your charter company and pay your damage deposit; 2) Complete your yacht inspection and orientation; 3) Provision your yacht with food and equipment; 4) Leave the dock and start your adventure!

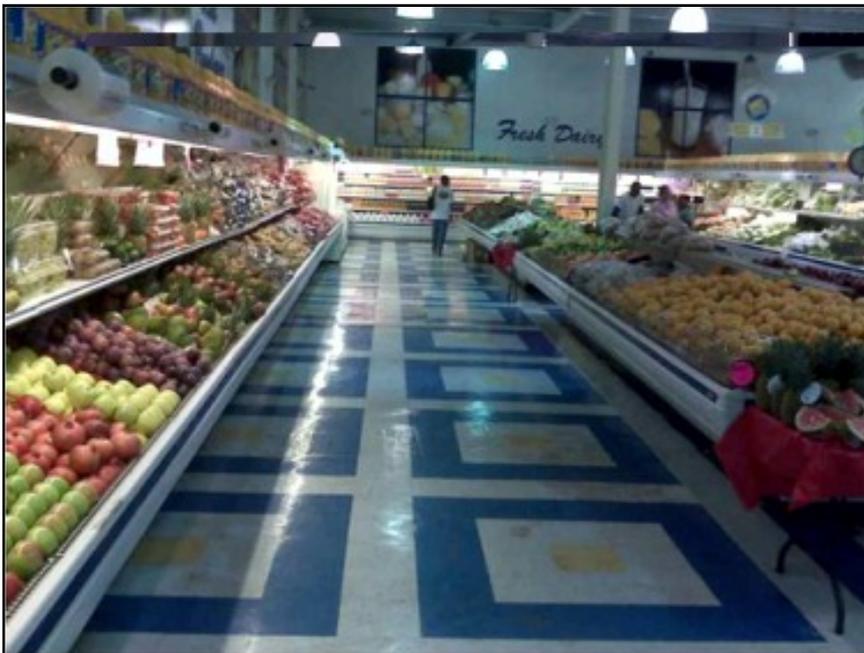
When you check in with your charter company, they will provide you with some boat documentation, a current BVI Cruising Guide, and a thorough orientation on your boat. Our charter management company provides an excellent binder that includes an inventory of boat equipment to be confirmed when you arrive and depart, sheets for reporting any issues you find, basic operating instructions, park permits, boat registration, emergency contacts, and lots of other useful information. A prepaid cell phone and WIFI modem are also provided to augment VHF radio communications. You will be given a thorough tour of the boat and instructions on operating all

the boats systems. It's a good idea to have your entire crew participate in the orientation. You will likely be taken out on the water as part of orientation in order to develop further familiarity with boat systems, rigging, the channel entrance, and re-docking procedures. If you have chartered a sailing catamaran and you normally sail a mono-hull then one important fact to be aware of is that catamarans don't really heel much so you will have little feedback on when to reef. This means that you can over stress the rigging without knowing it so make sure you have read the manufacturer's instructions on when to reef.

Now that you know your yacht, all you need to do is provision and off you go! There is a very large and well stocked Riteway Grocery Store on the east side of Road Town where you will find pretty much anything you would buy at home plus some interesting produce unique to the Caribbean. We always stock up on fresh papayas, mangoes, and both frozen and fresh fish. Either way, Riteway provides taxi chits to get you there and back, which your charter company should have. It is possible to order on-line <https://www.rtwbvi.com/howto> in advance and have everything delivered to your boat the day you arrive. You can also order just part of your food in advance such as dried goods, beverages and water (all the heavy stuff) while you still go to the store to choose your own fresh meat, fish, and produce. Delivery is free on minimum orders. There is a Cash & Carry with bulk food right beside the large Riteway. There are also several One Mart Superstores and some smaller Riteways near some of Tortola's marinas.

Once you are underway if you need more fresh produce, bread,

alcohol or anything else, there is Bobby's in Cane Garden Bay, Rudy's on Jost, Chef's Pantry and Deli at Leverick Bay, and Buck's in Spanish Town to name a few. Even Anegada has a few small stores with the basics so suffice to say that you will be well fed and watered. Speaking of water, we do buy bottled water. Fortunately, Tortola has a new recycle program in place. We use tank water for coffee, washing and brushing our teeth. The boat has a salt water foot pump in the galley for rinsing dishes to preserve water. Tank water can be topped up at most marinas for a small charge if you do run out. The BVI Cruising Guide lists all these stores along with restaurants and marinas. There are only a few stores not open yet since hurricane Irma, such as the Riteway in Soper's Hole, but most are now open and back to normal. I'll have more on this in my next issue.



In terms of quantities and budgeting we generally spend about \$750-\$850 U.S. for provisioning food and drink for breakfast, lunch, snacks, and half our dinners for a 10-day trip with six people. We eat half our

dinners on shore in various destinations. We like to buy wraps to make lunches as they take less room than bread in the freezer and they keep longer. Our rule of thumb for bottled water is 1.5 litres per person per day for a total of 90 litres. We've reduced that to about 75 litres by using tank water for coffee. My very efficient wife has developed a spreadsheet for provisioning that we share with company and crew in advance to fine tune for any preferences or allergies. Having a meal plan and list expedites the shopping excursion. This has allowed us to end our charter with few leftovers but whatever we do have left we pass on to charter company staff or newly arrived charterers.

Once you have your groceries back at your yacht, I recommend you unpack and remove all cardboard boxes from the boat as they can be a source of unwanted crawling

guests. Store heavy items in lower lockers and lighter items above to prevent accidents. Be considerate of your boat's counters and woodwork with heavy items and use cutting boards for chopping. Freeze your bread and wraps as

they won't keep for long in the warm and humid weather.

Now it's time to pick up your snorkel gear and any other water toys, fishing gear, or dive gear if they haven't already been delivered. The charter company provides snorkel gear and rents kayaks and paddleboards. There are other rental companies on Tortola for dive gear and fishing equipment. If you are fishing, then the boat requires a fishing license looked after by the charter company and you will also pay for a personal license with your equipment rental.

Time to make sure everyone is on the boat, cast off your lines and head out!

In my next instalment I will discuss potential sailing plans and cruise destinations along with some of the unique experiences to be had on various islands and in snorkelling and 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 BVIs in the winter on their Lagoon 450F "Kindred Soul" when she is not in charter. Their home is in Stittsville, Ontario.*

[rob@breezewayyachts.com](mailto:rob@breezewayyachts.com)  
[www.Breezewayyachts.com](http://www.Breezewayyachts.com)

## Friday's Child II Delivery

By Robert Dandurand, P

Sailing buddy Burt, John T. and I gathered at Collins Bay Marina to take Friday's Child II, a Catalina 26, to Prescott's Sandra Brown Harbour. I maintained a work book, a spiral notebook bought at Dollarama, (contains all the observations made, in pencil, during the cruise (course and speed changes, bearings, wind, weather, waves, current, etc.) and transcribed in my personal logbook (Pilot Log, bought at The Chandlery), in ink, the pertinent data recorded in the work book, thus the detailed record of the cruise. As time passes, it certainly helps in recalling the cruise.

### 24 August 2009

**11:15** Leaving Collins Bay dock under engine power amidst waves and shouts.

**12:00** Exiting Bay. Heading down river. Mainsail raised in very light southerly breeze, followed by unfurling the genoa.

**12:10** SAILING! Engine stopped abeam the middle of Lower Gap, sighting Pigeon Island tower. Sun is high, some cumulus.

**14:50** Abeam Bayfield Shoal, going wing and wing.

**15:00** Knapp Pt. Knotmeter shows speeds ranging from 2.2 to 4.3 before wind dying.

**18:25** Start engine. In very light breeze from astern, abeam H31.

**19:10** Anchored at Mulcastle Island as the sun straddles the

pinus. John busies himself with the inflatable kayak as Burt prepares chicken stew.

### 25 August 2009

**7:40** Anchor hoisted and under way in still air by 8:00.

**8:10** A puff of wind raises our spirits and our sails. The engine is turned off but it was but a puff. Blue sky, flimsy stratus clouds.

**8:40** Off course, out of the channel, heading for the wrong side of yellow over black cardinal buoy so emergency turn to starboard, engine engaged to recover proper track. Back on course. Into Fiddler's Elbow and under Thousand Islands Bridge.

**10:00** The breeze has picked up as we approach the eastern end of Grenadier's Island. Engine off.

**12:10** Entering Brockville Narrows. More wind and more wave action. Burt decides to change headsails. When we rounded to head into wind, the heel was so pronounced as to fling canned food out of the pantry. Burt decides not to set the working jib.

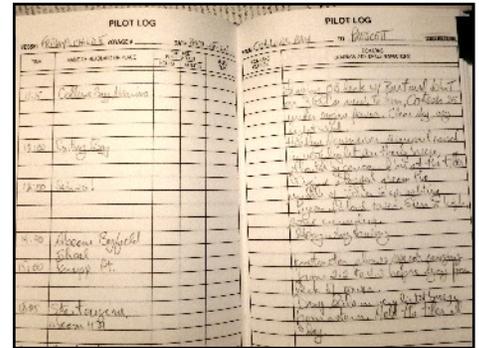
**12:20** Downwind under main alone, estimate making 5 to 6 knots in 15-20 knots of wind.

**13:05** We are overtaken by Algoma ore carrier John B. Aird.

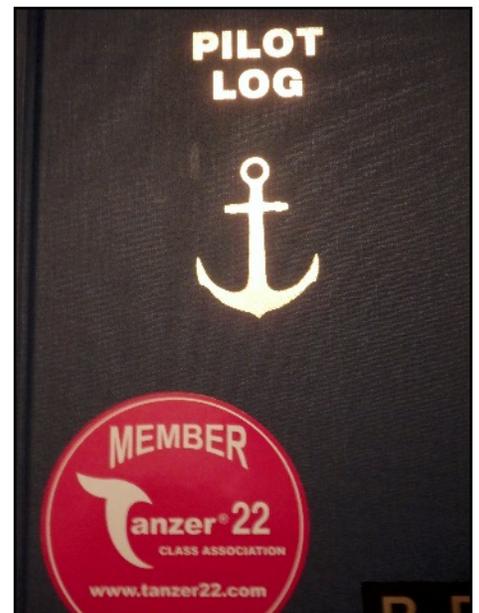
**13:30** Exit the Narrows at the three Sisters. Waves now two feet, wind westerly steadily 20 knots. Clouds have changed formation to cumulus.

**15:10** Waves have deepened to three feet and rolling. Spray over bow as we head into wind to lower main. Enter Sandra Brown

Harbour under power. Dock. All secure.



*Pilot Log Entry*



*Pilot Log*

## Quote, Unquote

*« If you can't repair it, maybe it shouldn't be on board »*

*Lin and Larry Pardey*



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