

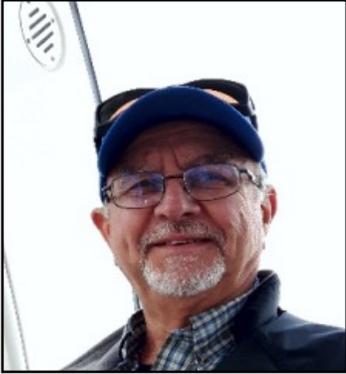


Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



It's been a very quiet, enjoyable summer. Most of it was spent at the dock, with the odd venture out for a swim.

We did manage a short trip down the Rideau Canal. Accompanied by two other boats, the ultimate goal was Kingston. But, due to adverse weather conditions, we only made it to Washburn. That was OK, as we decided to stay in the system and enjoy all that the Rideau Canal has to offer. One does not need to venture far to enjoy this spectacular waterway.

Squadron events, especially face to face meetings, are about to resume. We are in search of a suitable facility to host Squadron meetings. If you know of a particular venue, please let us know. Remember, all members in good standing can attend a Squadron meeting.

The next major event on the Squadron/District calendar is the annual National CPS-ECP AGM to be held in Toronto this year. Several members of the ExCom will be attending.

As I write this, we are mourning the loss of Queen Elisabeth II. Long live King Charles III.

*Axel Obenauf, N
Commander*

Third Annual Squadron Photo Contest

Sheek's Island raft up, near Long Sault. The photo was taken by Julia Meldrum Smith.



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



A good day fishing!

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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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 Events Calendar

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

“Quote - Unquote”

If a man must be obsessed by something, I suppose a boat is as good as anything, perhaps a bit better than most.

E.B. White

Squadron Mailing Address

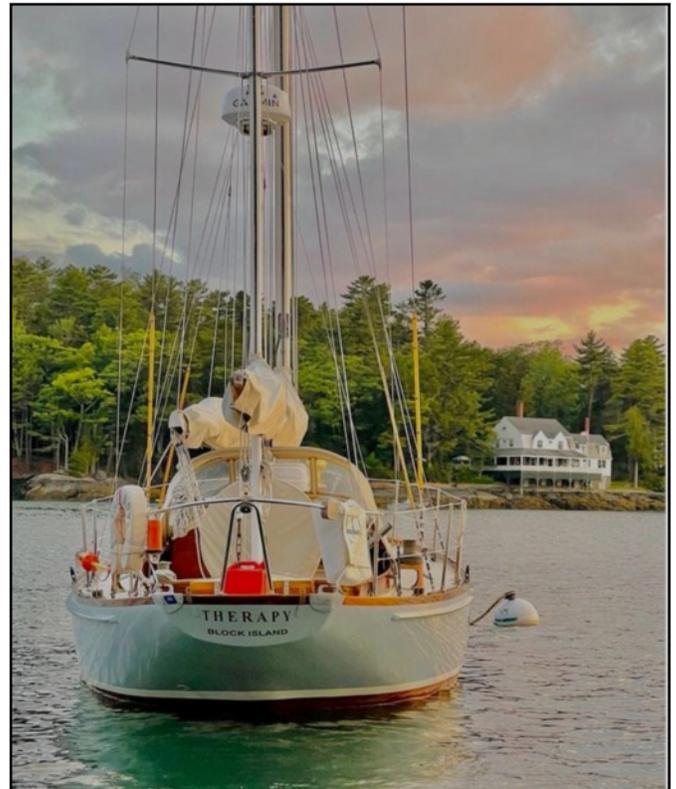
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Cdr Axel Obenauf
(613) 825-2882

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!



What’s in a name – Therapy?

Scuttlebutt

By Robert Dandurand, P



Federal Finance Minister Chrystia Freeland's budget contains a poison pill for boat dealers. A new 10% luxury goods tax applies in 2022 on vehicles and aircraft over \$100,000. On boats, the taxable value starts at \$250,000. The department will take the lesser of 10% on the sale price or 20% on the value over \$250,000.

The measure made merchants jump since the measure initially applied to sales made before April 1, 2021 and deliverable in 2022. The government finally backed down on the date of application, which will no longer be retroactive.

One wonders what real tax benefit Canada will actually derive from this new tax. Based on the fact that the wealthiest Canadians can participate more widely in the common good, the Revenue Agency assumes that the goods subject to this tax will continue to find takers at the same rate. However, this is only a hypothesis. How can we be sure that a consumer who is about to acquire a \$500,000 cruise ship will agree

to pay an additional \$57,000 since sales taxes are added?

Many who have the means to pay will decide that this tax is vexatious enough to make them change their minds. Others may turn to a non-taxed type of property, such as a motorized recreational vehicle. Still others may choose to delay their purchase while waiting for the tax to be removed, when they decide not to expand the duty-free fleet based at Lake Champlain.

We will know later if the revenue from this new tax will offset the expected losses in the industry: lower sales and probable reduction in jobs related to after-sales service. It's a safe bet that this measure, which looks like left-wing populism, is more about political maneuvering than tax efficiency. You don't hit an industry without weakening it.

The United States had the same idea as Ms. Freeland in the 1991s. The results were pathetic in terms of revenue while helping to eliminate thousands of jobs in the industry. By wanting to tax the wealthiest, we ultimately made blue-collar workers in the manufacturing sector suffer. The measure was dropped for this reason in 1993.

Why specifically tax boats and not second homes or recreational vehicles? It amounts to taxing one consumer good and one way of life rather than another. Weird logic. This luxury tax also does not take into account the carbon footprint

of the taxed vehicles, whereas logic would dictate that we stimulate the sale of low-emission goods, such as electric boats or sailboats.

Source:

https://www.escalenautique.qc.ca/nouvelles_detail/622/

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To prepare for a flooding emergency, test manual and automatic bilge pumps regularly and keep the bilge clean so pumps won't clog. Also, secure soft wood plugs on lanyards near each thru-hull fitting. If a thru-hull or hose fails the plug can stop the leak.

Flooding Response:

- If water is entering the boat faster than you can remove it with pumps and buckets, you are sinking.
- Call for assistance — Mayday if sinking. Have everyone don life jackets.
- Look for the source and work to stem it as long as you are able.
- Keep pumping and bailing water to slow the rate of flooding.
- Make a plan to abandon ship — just in case.

Source:

https://asa.com/news/2022/06/23/how-to-handle-sailing-emergency/?utm_source=newsletter

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The Bookshelf

By Robert Dandurand, P

Buying a Boat by Colin Jarman, 1980, hardcover, 191pp. Eight very informative, well illustrated chapters, appendix and index to help to eliminate many mistakes and all the obvious ones in buying a boat

Sail Away! A Guide to Outfitting and Provisioning for Cruising by Paul and Sheryl Shard, 1996, softcover, 249pp. A guide to preparing for a long-distance sailboat voyage, from how to choose a seaworthy boat to storing food for long periods at sea.

Distant Gunfire by Richard Woodman, 2003, softcover, 618pp. An Omnibus including *The Shadow of the Eagle*, *Ebb Tide*, *The Steeple Rock* and *The Night Attack*, adventures of Captain Drinkwater à la Patrick O'Brian (Captain Aubrey) and Alexander Kent/Douglas Reeman (Captain Richard Bolitho). Never read.

Left for Dead by Nick Ward, 2007, hardcover, 186pp. The memoir of how the author survived the deadly storm of the 1979 600-mile Fastnet Race. New.

The Black Tide by Hammond Hines, 1982, hardcover, 347pp. An oil tanker runs aground, causing

a spill. The main character sets out on a deadly voyage to bring to justice the man responsible for the death of his young wife and uncovers a terrorist plot to join with environmental extremists and create an unprecedented ecological disaster.

Great Lakes Maritime History: Bibliography and Sources of Information by Dr. C.E. Feltner and J.B. Feltner, 1982, softcover, 111pp. The title says it all.

Westviking – The Ancient Norse in Greenland & North America by Farley Mowat, 1990, paperback, 614pp. Mowat reconstructs the accounts of the Norse voyages from the first Norse settlements in Greenland to the colonization of Newfoundland.

To Beat the Clippers by Alec Beilby, 1976, hardcover, Illustrated, 212pp. The Financial Times Clipper Race 1975-6 started off Sheerness on 31 August 1975. Four ocean racing yachts raced 27,000 miles from the Thames to Sydney and back to beat the time of 136 days of the great clipper Patriarch.

Submarine Fighter of the American Revolution – The Story of David Bushnell by Frederick Wagner, 1962, hardcover, illustrated, 141pp. The portrait of the father of submarine warfare, the builder of the Turtle, the first practical submarine equipped with explosive devices.

Atmospheric phenomenon

Paul M. Smith is a chaser of sprites. These are forms of Transient Luminous Events that appear as fleeting streaks of red light up in the high atmosphere above thunderstorms. You could think of Paul as a nighttime, long-distance storm chaser, whose challenge is to photograph atmospheric displays that appear above distant storms for just a few milliseconds – far briefer than the blink of an eye. Sprites are electrical discharges triggered by very strong positively charged lightning bolts in the thundercloud way below – generally flowing from the cloud to the ground. These strikes release so much energy that they excite the gases in the mesosphere and ionosphere way above enough to produce light. The sprites are



enormous streaks and branches of red light stretching 30-55 miles up (50-85 km), but they are so short lived they are only just visible to the naked eye and best spotted with high-speed cameras. Sprites are cold plasma discharges that have more in common with auroras (the Northern and Southern Lights) than the extremely hot lightning bolts far below. They come in all shapes and sizes – as Paul puts it, ‘from a tiny, static spark to a city-sized flash of cold plasma like this one’, which he spotted over Oklahoma, US. This type is known as a jellyfish sprite. The lightning bolt illuminating the storm cloud is not, Paul explained, the ‘parent strike’ that caused this sprite to appear. That was actually a larger lightning strike happening in a storm hidden from view beyond.

Part 4 of Planning a Yacht Charter in the BVI's – Destinations and Cruising Plan

By Rob Saloman – May 14, 2019

Finally, after a prior day of travel and a busy morning of provisioning and yacht orientation, its time to head out. The question is which direction to go and which beautiful island to visit first? Chances are you are leaving after lunch and you want to be anchored or moored at a civilized time in order to enjoy a cocktail while you watch the sun set. Chances are also good that the prevailing winds are blowing from the east, give or take a little influence from the north or south, but you may want to check the forecast to be sure, not only for current winds but for the next few days, so that you can set yourself up for comfortable cruising. With that in mind, its time to have a look at your charts and cruising guide which you will find with your yacht documentation. The basic decision to make is whether you are going to explore the island in a clockwise or a counter-clockwise direction. This isn't critical as you can always change your mind, but it could impact how much you see in a 7-day charter. We tend to be there for 10 days or more, so we often just go with the wind and the weather on a day-to-day basis.

I've mentioned before that navigation is relatively simple and mostly line of sight but there are some useful resources to take advantage of. One of them is *The Cruising Guide to the Virgin Islands* by Nancy and Simon Scott which is on its 18th edition. There will likely be one of these on your yacht but its also a nice gift or memento to have before and after your charter and its readily available for purchase on-line. You will also have some basic paper charts provided to you, usually marked with areas to avoid or where charter boats are forbidden (there are only two that I can think of and its definitely not worth chancing them and spoiling your holiday). You will of course have a GPS/Chartplotter with local charts loaded but its never a good idea to totally rely on electronic charts and instruments. You will also have a VHF radio but there are no VHF weather broadcasts that I know of, probably because local AM and FM radio stations do have regular marine weather forecasts. Who knew your stereo could be a navigation aid!

Leaving Road Harbour, you will be heading southeast into the Sir Francis Drake Channel. Nine times out of ten we aim for Norman Island 8 nautical miles to the

southwest, with an afternoon stop at the Indians for a snorkel if the sun is out. Norman offers multiple anchorages and mooring fields plus two snorkelling parks; one at Kelly's Cove and one at the caves west of Treasure Point. We like the night moorings (the white balls) at both of these parks when we want to get away from the crowd. Note that the red park moorings are for day use only for snorkelling and diving stops. You will have paid for the use of these day moorings with your charter fees, which included a park permit that will be on your boat, although we have never been asked to show one. If you want a shorter dinghy ride to the Pirate's Bite restaurant, then carry on into the large bay called The Bite and take a night mooring there. In the morning you can hike in the hills behind the restaurant for a panoramic view in all directions or you can dingy to the caves or Kelly's cove for a snorkel. There are other more secluded bays around Norman that may or may not be suitable overnight depending on wind and swell direction. These are all described in the cruising guide. If the main areas are full, it is possible to anchor just outside The Bite, with the big boys (mega yachts) in 40 feet of water or more but you will need at least 200 feet of chain out. Peter Island is another Day 1 possibility and Great Harbour is the new home of the legendary and now brand new, post-Irma Willy T, but we usually save that for later or as our last night before returning to port. More on that later.

It's often day two when we decide which direction we are going to tour the islands, based on wind, weather, and dominant ocean swell direction. The other big factors are whether you plan to get to Anegada or not, and whether you have more than a 7-day charter. There is so much to see and do that you will not be able to do it all in 7 or even 10 days but this is a good problem to have and a good reason to return again and again as many do. The BVI's are fairly protected waters most of the time, especially in the Sir Francis Drake Channel, however, there are a few places where you don't want to be over night with northeast winds or northerly swells. For example, Cooper Island is one of our very favourite stops both for the snorkelling and for the Cooper Island Beach Club where the food and sunsets are spectacular, and we always have at least a drink if not dinner. Therefore, if the wind is east or southeast we might head east from Norman to Cooper for the night or if we want to go further we will carry on to The Baths (a must see rock formation) for a late lunch and hike and then onward to Savannah Bay or Long Bay for the night. If the wind is north-east then we might head northwest

from Norman past the west end of Tortola and over to Jost Van Dyke where we might stop at White Bay for lunch at Hendo's and some beach time. Last trip we had a wonderful night on a mooring ball at the east side of White Bay which is the quieter part of the bay and home of Ivan's Stress-Free Bar and even a floating Spa service. From White Bay it's a short hop to Great Harbour, home of Foxy's, or Little Harbour but we like to carry on to Little Jost and anchor by Green Cay or take a mooring ball by Diamond Cay where the Bee Line Bar is another favourite lunch and beach stop and Foxy's Taboo is great for lunch or dinner and they provide a dinghy dock for a walk to the Bubbly Pool which is spectacular when there are northerly swells.

By Day 4, if you are at Jost and the northerlies have stopped, then its another short hop to Cane Garden Bay where we love to visit Quito's Gazebo, especially if we can catch Quito Rymer playing his wonderful brand of Caribbean soul music. There's also the Callwood Rum Distillery to visit and some hiking in the hills into the rain forest which we have yet to do. If wind and waves are still from the northeast or if you are at Savannah or Long Bay, then you can head onward to Gorda Sound where we like to anchor at Prickly Pear Island or in Leverick Bay. Enroute may be an opportunity to stop in the Dogs or in the Camanoe Passage for a snorkel. If you end up at Leverick, the restaurant is excellent, the grocery store is a great provisioning stop, there is a full-service marina for ice, fuel and water, and of course there is the Jumbie Beach Bar and Michael Bean concerts on the beach. Leverick Bay recovered very quickly after Irma and is fully operational with lots of mooring balls and places to anchor. This is not the case with the Bitter End Yacht Club, the Saba Rock Resort, and the Biras Creek Resort which were all destroyed by Irma but all three have plans to rebuild and it looks like Saba Rock and the Bitter End may have at least bars and restaurants open for the 2019/2020 season.

Gorda Sound will have put you in a good position for the 15-mile northerly crossing to Anegada if the wind and weather permit. Anegada is a low-lying coral reef island completely different from the other steeply sloped volcanic islands of the BVI's. There are a reasonable number of mooring balls but there is room to anchor as well. Best to make a dinner reservation early if you are planning to sample the fresh lobster (we've been happy with all the restaurants). Then its well worth renting a car or scooter or taking a taxi or shuttle to the amazing beaches on the north side of the

island at Loblolly, Cow Wreck, or the Anegada beach club which offers a free shuttle. You can walk miles of beach completely alone if you wish but all the bars are fun too. Watch out for cows and goats on the roads if you drive. It's easy to spend more than one night in Anegada if you choose and you have the time.

As you can see, this article is getting long, and I've only just brushed the surface of some of the highlights of the islands but I will try to close off here. At this point in your charter, it may be time to start the journey back to your base. We often end our trips with a stop at Cooper if we haven't already been there or we also like to go to the southwest side of Peter Island in White Bay for a quiet night watching turtles swim around the boat (yes there's more than one White Bay). Now that the Willy T is at Peter Island, we also try to take guests for a lunch visit and a plunge off the Willy T's stern the next day before heading in to our base.

Once back at your base its time to tidy up, have the boat and inventory checked, report any boat issues, and get your damage deposit back. It's also time to start planning your return trip so that you can visit places like Trellis Bay for a full moon party, Spanish Town for dinner at CocoMaya, Soper's Hole, Marina Cay, or Foxy's, just to name a few. The more often you visit the BVI's the more you realize how much more there is still to see and do. You will undoubtedly find your own favourite beach bars, restaurants, and secluded anchorages as part of the fun!

That's it for this series on chartering in the BVI's. I hope you've enjoyed these articles and found them to be helpful. Contact me any time if you have any questions or if you would like any help booking a charter or planning your trip.

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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