



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



We have just returned from Malta, a little jet lagged but rested and soaked with a little vitamin D.

Malta has boating year-round for those that are brave enough to venture out into the rough waters

of the Mediterranean. We did see a few sailors out testing their rigging in the winter winds. Most boats, however, are put away for the winter just as they are here.

Spring time brings boat, sports, and cottage shows to the scene including the Ottawa Boat and Sportsman's show which I am sure, many of you attended.

The Ottawa Squadron was well represented with a booth promoting CPS-ECP and all its benefits. Thanks go out to Guy Ladouceur for his organization and all the volunteers who managed to maintain, install and spend a few hours to attend the booth.

Remember next year to volunteer, it's what our organization is built on. Also, you get in free!

Upcoming are the expired flare recovery and disposal days, the Squadron AGM, and the Rideau District Annual Picnic hosted by the Ottawa Squadron. More on these events in the near future.

Finally, this is my last Commander's Message for the Ottawa Squadron. At the next AGM, I will be stepping down as Commander and a new replacement named. I will be around, however, as P/S/C and, as many already know, I will continue my role as District Commander.

It has been my absolute pleasure to serve as Commander and wish to thank all the Members of the ExCom and you, the Membership, who have supported not only me but to the rest of those that volunteer on the EXCOM. Thank you all.

Stay safe, stay healthy,

Axel Obenauf, N
Commander



***Whatever
happened to
Unsinkable?***

The 2022 – 2023 Executive Committee

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

APRIL 15

Flare Disposal Day – The Chandlery

MAY 18

Squadron Annual General Meeting

JUNE 19

Annual District/Ottawa Picnic
Long Island (RCMP) Campground



Fly Your CPS-ECP flag proudly and promote our organization by networking with your dock mates and anyone on the water!

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

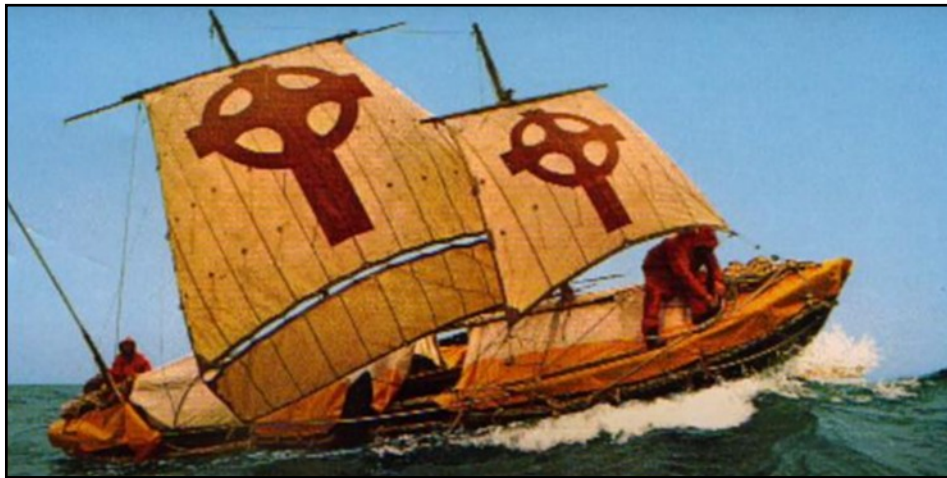


You have any ideas or a topic for an Information Night, please drop me an e-mail commander@boatottawa.ca and we can work together to make it happen!

Scuttlebutt

By Robert Dandurand, P

In the month celebrating St. Patrick's Day, we look at another Irish saint, St. Brendan the Navigator. According to Irish tradition, it was St. Brendan the Navigator in the 6th century who was the first European to sail to North America. He is said to have set off with a small group of monks in a currach, an open 36-



foot, two-masted boat built of Irish ash and oak, hand-lashed together with nearly two miles (3 km) of leather thong, wrapped with 49 traditionally tanned ox hides, and sealed with wool grease, on a 7-year voyage around the North Atlantic, that may have reached North America. If the story is true, St. Brendan reached the "New World" hundreds of years before the Norse and almost 900 years before Columbus.

There is no absolute evidence that St. Brendan ever reached North America, although many of the islands visited in the medieval accounts appear to be similar to features of the Hebrides, the Faroe Islands, and Iceland.

Source:

<http://www.oldsaltblog.com/2022/03/tim-severin-and-the-voyage-of-st-brendan/>

◇◇◇

Fire is the most serious of emergencies at sea. An uncontrolled fire can spread quickly, burning the boat and all onboard. Preventing a fire is paramount.

Fire Response

- Shout "Fire, fire, fire!"
- Get everyone on deck and into life jackets.
- Shut off the electrical power.
- Locate the fire.
- Fight the fire.
- Assess the situation.
- If the fire threatens to get out of control, call Mayday and prepare to abandon ship.
- Other actions you can take, circumstances permitting, are to shut off the engine's fuel supply and close the valves on the propane tanks

Source:

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

◇◇◇

Rideau Canal traffic in 2022 was down from 61,534 vessel passages in 2021 to 56,981. Most of the vessels were from Ontario (69.7%), a fair number from Québec (21.6%), and few from the U.S. (7.8%).

Source: Friends of the Rideau – Rideau Reflections, Fall/Winter 2022, page 4.

◇◇◇

Did you know: The Mayday procedure word was originated in 1923, by Frederick Stanley Mockford. A senior radio officer at Croydon Airport in London, Mockford was asked to think of a word that would indicate distress and would easily be understood by all pilots and ground staff in an emergency. Since much of the traffic at the time was between Croydon and Le Bourget Airport in Paris, he proposed the word "Mayday" from the French "m'aider", a shortened version of "venez m'aider" (meaning "come and help me").

◇◇◇

A new attraction will be sailing towards Kingston, Ontario's Marine Museum of the Great Lakes. The museum has acquired the **S.S. Keewatin**, a Titanic-era steamliner, which was built in 1907. According to the museum, CP Rail steamships such as 'The Kee' ferried tourists, settlers and

cargo throughout the Great Lakes from the early 20th century until their retirement in the 1960s. The Keewatin is expected to arrive at the museum dry dock in Kingston in late summer or early fall 2023.



Source:

<https://globalnews.ca/news/9525569/kingston-marine-museum-acquires-titanic-era-ship/>

◇◇◇

Ten Tips to Keep You Safe on the Water:

1. Have a checklist;
2. Don't rely solely on the fuel gauge;
3. Follow the rule of thirds;
4. Check the charts;
5. Carry extra lines and fenders;
6. SOP: go over boat safety rules;
7. Keep two anchors aboard;
8. When in doubt, slow down or stop;
9. Be courteous; and
10. Always have a backup plan.

Source:

https://www.soundingonline.com/news/ten-tips-to-keep-you-safe-on-the-water?utm_campaign=SND%20-%20NL&utm_medium=email

◇◇◇

May your anchor be tight, your cork be loose, your rum be spiced, and your compass be true.

Cloud Cover

The fraction of the sky (celestial dome) covered by cloud is called sky cover, cloud cover or cloud amount. This Table gives the definitions for different cloud amounts, the associated symbol for weather maps.

Table 9-10. Sky cover. Oktas=eighths of sky covered.

Sky Cover (oktas)	Sym-bol	Name	Abbr.	Sky Cover (tenths)
0	○	Sky Clear	SKC	0
1	◐	Few* Clouds	FEW*	1
2	◑			2 to 3
3	◒	Scattered	SCT	4
4	◓			5
5	◔	Broken	BKN	6
6	◕			7 to 8
7	◖			9
8	●	Overcast	OVC	10
(9)	⊗	Sky Obscured		un-known
(/)	☯	Not Measured		un-known

* "Few" is used for (0 oktas) < coverage ≤ (2 oktas).

Source: https://www.eoas.ubc.ca/courses/atc113/flying/met_concepts/01-met_concepts/01c-cloud_coverage/index.html

"Quote, Unquote"

"Sailors love the sea much of the time, hate it some of the time, and the wise ones have a healthy fear of it all the time."

Christopher Caswell

Author and Sailing Magazine contributor for 14 years.



Rideau District shines again at the Annual Boat and Outdoors Show at the EY Centre February 23-26, 2023.

The planning for such an event is becoming easier year after year. After a two-year hiatus from the Covid 19 pandemic, our booth location was changed and I believe it was for the better.

An event like this needs the assistance of many members and a big Thank You goes out to the following Volunteers: Daryl Banke – Bryan Carroll – Bert De Vry – William Hall – Linda and Terry Hamilton – Peter Hansen – Court Harkness – Valerie Hume – Janet Kiff-Macaluso – Guy and Marjorie Ladouceur – Kevin Lindsey – Joe Macaluso – Jim MacLeod – Robert Menard – Guy Meranger – Rolly Nantel – David Omond – Dale Rabbie – David Root – Dean Trudeau.

A total of 217 volunteer hours were accumulated by 20 members to Set-Up the District Booth and Simulator, staff the booth during the Show plus dismantle everything at the end of the Show. Everything was returned to our storage or to our gracious suppliers. The Simulator will now go to Quinte District for their Quinte Sportsman Boat and RV Show, March 10-12, 2023!

We promoted the Show Specials: PCOC Course and the Maritime Radio. Many questions were answered plus we gave out 76 prepared handouts explaining the

Show Specials, Membership, Membership Benefits and how to access the website plus how to navigate it. We also included all e-mails for the District / Squadron Commanders, Educational Officers, and Membership Officers. The

document was well received. We had on hand the Safe Boating Guide in French (25) and in English (80) and we only have a few French ones left. Our CPS-ECP Course and Membership Brochure – Bilingual were passed out and grabbed by the public when we were busy. During the four days of the Show, I handed out 27 business cards to people who wanted information i.e. lost or broken PCOC Card, wanting to rejoin, or just boating information. I will handle those once they contact me!

Our Watchkeepers mingled with the many vendors throughout the Show. I was fortunate to visit one of our National Sponsors: Carefree Boat Club, plus I spoke to our newest members of the Kingston Squadron at the RCMP Booth. This RCMP Member received his RE status and joined the Squadron. My grandsons were quite impressed with the RCMP Vessel used by the Kingston Detachment. My youngest grandson Isaac (6) asked one of the officers if the boat ever saw water. The constable replied that that vessel was on the water from early April to late December every year!



In closing, I would personally thank all the Watchkeepers but especially the new volunteers. Well, the 2024 OBOS is just around the corner in 12 months so mark your calendar for February next year. A Great Show was had by all. The picture above was taken by Guy Meranger early Saturday morning when things were quiet. Bryan Carroll was amazed how our little boater friend was handling the Boston Whaler and Marjorie Ladouceur gave her a few little pointers and I controlled the speed of the boat. Again, the Simulator was a great attraction for our young and more seasoned boaters. It was a pleasure to see members from our three Squadrons drop in to our Booth. Thank You!

See you all next year and have a great season of Safe Boating. Please Promote CPS-ECP to your dock friends and do not be afraid to give them my e-mail address dmo-rideau@cps-ecp.org if they are interested in becoming members of the greatest boating organization in Canada

Hope to see you on the water or at the District Picnic Monday, June 19, 2023. More info coming soon!

The Bookshelf

By Robert Dandurand, P

BATTLE OF THE ST. LAWRENCE – U-BOATS ATTACK, Collector's Edition, Summer 2022, Coffee table Softcover, Illustrations on every page, 95pp. Includes: The least Acknowledged Battle; Ready Aye ready or not; Know your Enemy; The Ace of the St. Lawrence; A Spy Surrenders; the Sinking of the SS Caribou; and more.

SHIPWRECKS AND SAILORS OF PRINCE EDWARD ISLAND (1755 – 1899), by Robert C. Parsons, 2012, softcover, 160pp, with illustrations.

THE CAINE MUTINY, by Herman Wouk, 1952, hardcover, 494pp. When a U.S. destroyer-minesweeper Naval captain shows signs of mental instability that jeopardizes the ship, the first

officer relieves him of command and faces court martial for mutiny.

THE FLYING 400 – CANADA'S HYDROFOIL PROJECT, by Thomas G. Lynch, 1983, softcover, 128pp, illustrated. HMCS Bras d'Or (FHE 400) was a hydrofoil that served in the Canadian Forces from 1968 to 1971. During sea trials in 1969, the vessel exceeded 63 knots (117 km/h; 72 mph), making her the fastest unarmed warship in the world at the time. Built for the Royal Canadian Navy as a project for the testing of anti-submarine warfare technology on an ocean-going hydrofoil. Changes in priorities and cost overruns later led to the project's cancellation. She is now on exhibit at the Musée maritime du Québec (Québec Maritime Museum), L'Islet, Québec.

HOW TO SPEAK LIKE A PIRATE – A TREASURE CHEST OF SEAFARING SLANG, by Geordie

Telfer, 2008, softcover, 208pp. Not only a salty dictionary but a treasure trove of curses and seafaring grammar.

THE NEW GLÉNANS SAILING MANUAL – *The most comprehensive how-to-sail program ever published*, by the staff of the Glénans Sea Center in France, 1978, hardcover, 600+ illustrations, 782pp.

EMERGENCY NAVIGATION, by David Burch, 1986, hardcover, illustrated, 248pp. Non-instrumental navigation is what you need to know when all else fails: a detailed account of how to find your position without a sextant, a clock or an almanac.

PILOTING, by Frederick Graves, 1981, hardcover, 272pp. A ready reference manual and textbook on the matter of piloting for the beginner and the experienced navigator.

Proposed anchoring restrictions for Ontario waters

By Robert Dandurand

You might not be aware of the Ontario government's proposal to severely limit the number of days you can anchor in one area (from 21 days to 7, moving, after your stay, from 100 meters to 1 kilometre further) as well as the requirement for a minimum of 300 m distance from any shoreline where there are private homes or cottages.

The stated purpose of the amendments to the Ontario Regulation 161/17 (O. Reg. 161/17) under the Public Lands Act is to reduce the environmental and social impacts of floating accommodations and long camping (on the water) stays.

This would mean that we will no longer be able to anchor on the Ottawa River and much of the Rideau Lakes, etc. (unless out in the middle of the river,

which is impractical and may even be unsafe!). For example, Ottawa River sailors and boaters would not be able to use many of their favourite anchorages like Pinhey's Point, Constance Bay, etc., and will result in severe crowding at the few remaining (and less protected) spots, like portions of Shirley's Bay.

The link below provides a "Submit a Comment" button and it behooves any river and lake user to read the proposed changes and address this issue.

Source: <https://ero.ontario.ca/notice/019-6590?fbclid=IwAR13xm3QU7>

Our Adventure begins!

By Peter Hansen

Back in early 2019, I decided to start to prepare for retirement. My life long goal was to become a cruiser/ traveler and explore the world. I started looking for live aboard well-equipped boats in the 45 ft range. Finally, by September I landed on an a 2006 Hylas 46 in great condition. It was lying in Florida and would be easy to visit and use until my retirement in five years time. I contacted a friend who was also a boat broker and together we put a fair offer which my broker said reflected market conditions. The owner flatly rejected the offer thinking that his boat was special. My broker then suggested that I look at a 2012 Contest 50CS that had just come on the market in a distress sale. I had never heard of Contest Yachts prior to this but the photos I saw and the apparent condition of the boat was such that I had to take a look. There was much interest in the boat from many parties, so I put a deposit on the boat sight unseen.

I hopped on a plane and headed to the Netherlands to view the boat and have a test sail. I contacted a local boat surveyor to join me on my visit to the boat. We had a wonderful early autumn sail. The boat was a dream to handle. The surveyor said that the boat was in fantastic shape and could not find any significant flaws other than normal wear and tear. The engine has only 600 hrs and the generator had 60. The boat had been stored in a warehouse every winter and had seen little use. In October

2019, I became the owner of Milliways. The boat stayed in the Netherlands at the Manufacture's warehouse for the winter of 19/20. We decided that Europe would be a great place to start our adventure as there was so much to see and do in Europe.



Although I had owned a 28 ft boat in the past and had cruised in Rhode Island and New England. I was new to all the requirements of owning a yacht in international waters. First order was to get the boat documented with Transport Canada and get a radio station license for the boat. With those documents all I needed was my radio license. That is when I first learned about the CPSS and the radio courses. I obtained my license and was preparing to travel to Europe in the spring to move the boat. I needed to get the boat out of Europe to avoid paying V.A.T. on the boat. As with all great plans that are made while boating, plans change: COVID struck and all international travel was banned.

Milliways remained in a warehouse at the manufacturer's so it was in good hands. In the meantime, COVID meant I could no longer conduct my consulting business which was primarily international in nature so I took early retirement and waited for the chance to get to Europe. Finally, in July 2021, the planes were starting to fly. We made haste to Milliways and found that life in Europe was more relaxed than Canada as far as rules and restriction due to the ongoing Covid. I spent the next couple of weeks provisioning the boat. It was just like moving into a new home. I needed tools most of which I had purchased at Canadian Tire over the past year. Bedding and all the conveniences that one would require for living on the boat. I

spent days learning the different systems and reading the manuals which were taking up 30 cm of the book shelf. With my old boats I typically just used mooring balls. In Northern Europe most boats are kept at a dock.

Where the boat docked was in a small canal that led to the IJsselmeer. I practiced manoeuvring the boat in the canal with the help of some sales staff from Contest Yachts. I was happy that most people in the Netherlands could speak English. It made the learning process easier.

The day came when we were finally ready to leave the comforts of the manufacturer's docks. We



the admiral, who had never sailed before, and myself grabbed the port side with only one big scratch in the port side hull. Very glad to be through our first of what was to be many locks that season. Out of the protection of the harbour, we encountered 0.5 meter swells with a three second period. The boat proved to be comfortable as it sliced through the waves at 6 knots. It was easy to handle due to the hydraulic furlers on both the genoa and the main and electric winches for the sheets. The shake down sail was uneventful except for the sheets or rain that left us soaked. I had never done much harbour hopping in the past, but as we got near the Enkhuizen, our first port of call, I got on the radio and used my newly acquired radio skills to contact the harbour master. They said that they were full but that we could tie up to another boat. I immediately started to panic as it was such a new to me boat and I was not



their heads out of their companionway and ask us if we needed any help. YES was the immediate reply from both of us. They were a highly skilled sailing family on their way to the Caribbean and guided us to their boat. In the end our first docking was a total disaster. Our dingy, which was suspended from the davits, got caught on the lifelines of another boat and we bent its stanchion. I felt so bad about what had happened, but everyone was nice and under-standing of our situation. The captain of the boat invited us over for dinner and we settled on the appropriate compensation for the damage I did to his boat. We became friends and we still reg-ularly communicate our where-abouts to each other.

We stayed in Enkhuizen for about a week, afraid to move the boat. We were waiting for a friend to join us to help us learn the boat. Enkhuizen was the headquarters of the Dutch East Indian Company. It was a beautiful town with a rich history. To this day it is one of the favourite towns I have visited.



headed to our first obstacle, a lock that would raise the boat two meters. The plan was to grab on to the starboard side to pass my very first lock. After much panicking,

comfortable maneuvering the boat near others in tight quarters, let alone rafting up to another boat. As we approached the yacht we were to raft up to, the crew popped

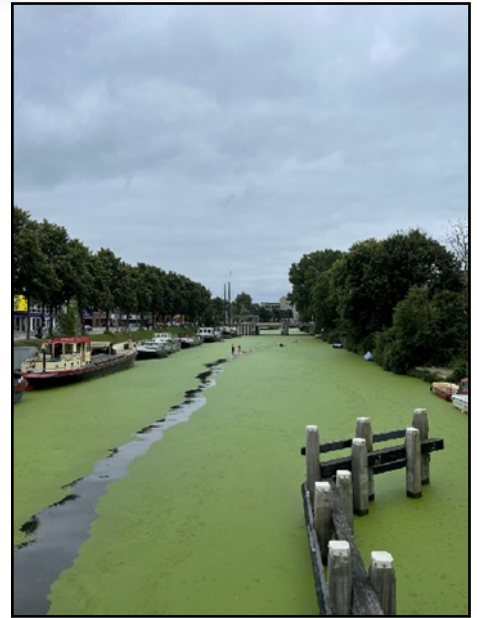


Passing a huge container ship in the North Sea

America. Red, right returning does not apply. Green, right, returning does, however. In Vlieland we were boarded by the customs to ensure all out documentation and VAT status was in order. I explained that the boat was purchased in the country but due to Covid we could not get the boat out in the 18 months and that we were on our way out of the

The new crew arrived and discussed where we should go. The Ultimate goal was to get to the UK and the boat was quickly approaching the 18-month limit for its VAT free status. The Admiral suggested we start by heading north to Denmark before turning around and heading south to the UK. The Admiral is always correct. We made it to the top of the IJsselmeer and stayed in Makkum. From there we locked out into the North Sea. It always strikes me as funny that the inland waterways are below sea level! We made it to Vlieland, an Island that is part of the Friesian Island chain. Navigation was challenging as there were many sand bars that were constantly shifting, but the channels were well marked. The main difference that we noticed are the channel markers are reversed from what you find in North

EU. They were very friendly unlike North American Customs officials. They discussed between them-selves what they could do that was in my best interest and not the state's. In the end, they issued me a new temporary importation certificate, which allowed Milliways to stay in the EU an additional 18 months. We explored the Friesland Islands, heading north. The furthest North that we made was Heligoland, a small island 40 miles off the coast of Germany. In WWII the Island was used as a German submarine base but today it enjoys a status as an EU VAT free island. So, it was a great place to stock up on alcohol and diesel. Diesel was only 1 Euro/liter. The Crew had to get home for family issues so we departed in Force 7 winds and 3-meter waves. The boat performed admirably on a broad reach toward the city of



Cuxhaven at the mouth of the Elbe River. When leaving Cuxhaven, we had to do significant planning as the Current on the Elbe River could reach 6 knots. Departure was



The Standing Mast route in Groningen NL

The convoy of boats heading down the canal

set for 5:00 AM in the dark. The current was ripping at that time and we were making over 12 knots under power. We were watching out for the channel markers and trying to keep clear of the freighters that were traveling to and fro from Hamburg. Distances



on the chart plotter and lights in the distance can be misleading. At one point, we were surprised that we were so close to the channel marker we had to turn hard to port followed by a hard to starboard to avoid hitting the can. Once it was light out it was time to put up the sails. As it was a dead downwind sail, I decided to go wing on wing with a poled out geniker. There were about 14 other cruisers ahead of us and by noon we had passed them all.

We made the decision to do the Standing Mast Route from Northern Holland as the sea state and winds were not favourable. We were not sure if the boat would meet the size restriction of the canals and all the literature was not reliable. Official literature stated that the maximum allowable draft 2.4 m. Other literature stated that the maximum draft was 1.9 m. Our boat had a draft of 2.1 m. We entered the lock and our boat filled the entire lock. From there we had a quiet motor to Grolinger. Here



we inquired about the feasibility of progressing down the canal and received mixed reports as to the feasibility. We finally talked to a Dutch cruiser that had a 2.25m draft and said that he had done the trip before. We decided to follow him! The trip down the canal was the highlight of the trip. We did find ourselves plowing the muddy bottom frequently. Fortunately, we did not get stuck and there was no damage done to the keel. It was so interesting to pass through the middle of the towns. We took over a week to transit the 100-mile canal as we enjoyed each unique

town we came upon. We finally returned to the IJsselmeer. It was Mid- October and the Schengen rules where one can remain in Europe for 90 days in 180 was rapidly approaching. We decided to return to where we started as we had an extension of the temporary importation of the boat. We were eager to return in the summer 2022 to make our way south.

Local Supporters



MARINE SUPPLIES

One of Canada's Largest Selection of Marine Supplies Since 1982
Free Shipping on most orders over \$99 before tax!



35
ANNIVERSARY

THE CHANDLERY

www.thechandleryonline.com

367 Poulin Ave, Ottawa ON K2B 5V2

613-820-7642

THE SAM GROUP

Uniforms, Sportswear, Safety, Promotional Items

THE SAM GROUP

www.thesamgroup.ca

111 Colonnade Rd, Nepean ON K2E 7M3

613-727-0446

