



Ottawa Power and Sail Squadron Rideau Ripples

February 2005



It's Boat Show Time





Ottawa Power and Sail Squadron Rideau Ripples



February 2005

The 2004 – 2005 Bridge

Squadron Commander

Cdr. Bernie Goulet, (S)

Executive Officer

Lt/C. Cathie Johnstone

Training Officer

Lt/C. Ken Pritchard

Assistant Training Officer (Adv/Elective)

1st Lt. Dave Omond, (JN)

Assistant Training Officer (BoatPro)

1st Lt. Steve Highstead

Assistant Training Officer (Supply)

1st Lt. Monique Vallieres

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1st Lt. Robert Milburn

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Regalia Officer

Vacant Position

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1st Lt. Sue Baker, (AP)

Communications Officer

1st Lt. Ken Killingbeck

Social Activities Officer

P/C. Don Tanner, (AP)

Public Relations Officer

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Mailing Officer

1st Lt. Wendy Meikle, (P)

Youth Interest Officer

Vacant Position

MAREP & Safety Officer

1st Lt. Bill Kerr, (S)

Rideau Ripples Editor

1st Lt. Gordon Abry, (AP)

Marketing Officer

1st Lt. Bryan Carroll

Squadron Calendar

Everyone is most welcome to attend any of the events/meetings listed below.

Thursday, February 24th 2005: Info night – guest speaker, Derek Hatfield, Skipper of *Spirit of Canada* talks about sailing around the World Alone. This event is FREE. See more details in the Social Officer's section of this newsletter.

Tuesday, March 1st 2005: Bridge Meeting at the Ottawa-Hull Naval Association Mess on Victoria Island. Informal dinner at 1800, meeting starts at 1900.

Tuesday, March 22nd 2005: Info night; "Don't Forget The Plug!". Preparing you and your boat for the 2005 launch. At the Ottawa-Hull Naval Association Mess on Victoria Island. **Starts at 1845.** See more details in the Social Officer's section of this newsletter.

Tuesday, April 5th 2005: Bridge Meeting at the Ottawa-Hull Naval Association Mess on Victoria Island. Informal dinner at 1800, meeting starts at 1900.

Tuesday, April 26th 2005: Squadron Annual General Meeting held at the Ottawa-Hull Naval Association Mess on Victoria Island. Starts at 1700. All welcome to attend and see the change of watch.

Tuesday, May 3rd 2005: Bridge Meeting at the Ottawa-Hull Naval Association Mess on Victoria Island. Informal dinner at 1800, meeting starts at 1900.

Thursday, May 19th 2005: Info night; guest speaker, Derek Smith of the National Search and Rescue Secretariat. At the Ottawa-Hull Naval Association Mess on Victoria Island. More details to follow.

Thursday, June 16th 2005: Squadron Picnic and Graduation Ceremony held at Long Island Locks. There will be no rain on this day as well as a water and static display. Starts at 1900.

Squadron Mailing Address

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Rideau Ripples Editor

Gordon Abry
(613) 258-9061

Front Cover Picture

CPS booth at last year's Ottawa Boat and Sportsman Show. Pictured (from the left) are Rolly Nantel, Sandy Nantel and Bob Uline from the Ottawa Power and Sail Squadron and Venetia Moorhouse from the Britannia Squadron and all are ready to discuss any boating topic with passers by.



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Commanders Comments

While winter is upon us with its full force of cold and snow our thoughts are already on our boats and warm weather. Winter registration for courses was very good and a full slate of courses is now running. I am forever grateful to our training staff for the quality and professionalism they display every training night. We all know that a Squadron lives or dies if the training is not up to standards that the general public expects. We can be proud in Ottawa as having the best. This is another reason for me to ask each and every one of you to take more courses and to recommend them to your friends and family.

Recruiting new Members is never easy. But if we mention to potential Members if they join they can save themselves up to 40% off their Boat insurance, they could be enticed in joining the Squadron as Members. There are many other areas Members can save themselves money, to find out more on **Members Benefits**, go to www.cps-ecp.ca then go to 'Members Moorings' then Members Benefits. Remember the Power of One Program (POOP). Each one of you recruiting one Member can make a difference.

Our social program is quite active as P/C and Social Activities Officer Don Tanner is preparing for new events. When you receive this our Annual Banquet will have taken place and I expect a good turnout. Future events such as an information night in February featuring Derek Hatfield who sailed single-handed and placed third in the 2002 Around Alone world sailing competition. He will be competing in 2006 5-Oceans Challenge Race. I was fortunate to see his presentation at the National AGM in Toronto and it was very interesting. Look at the Website www.cps-ottawa.ca Social function page for details.

The VHF course will change in the near future with the inclusion of a new module that will deal with the new enhancement of DSC/GMDSS on the new VHF Radios. An upcoming article dealing with this subject will be included in the next Ripples, in the meantime more information can be found on the above National CPS website under VHF information.

Bernard N Goulet
Commander, OPSS



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Rideau Ripples Editor: Gord Abry

The arrival of the Ottawa Boat, Sportsman's and Cottage Show on Feb 24-27, 2005 signals that I have again survived another winter and that it's time to review my "**boating toys wish list**" to determine just what I can afford this year. I really don't know why I bother since I can't afford anything, but nevertheless, I try each year to get all the items on my list.



Over the years, I have developed a technique, which is almost fool proof. I have found that by associating a "safety" aspect to the wish list item, and then there is absolutely no problem in acquiring the item and finding the money to pay for it. It is so important to rationalize the boating toy as a "safety" item, for example, Did we not get a boat in the first place to protect us from the dangers of flooding caused by global warming? See how it works!

I have learned to stay away from phrases such as:

- Well, they have one, so I think we should also get one
- I like the colour.

Don't waste your breath on these phrases when looking at getting those boating toys:

- Think of all the drinks it will hold
- Think of all the fun we can have if we got one.

I hope that your boating toy (I mean safety item) shopping is enjoyable and more importantly, very successful.

I hope you enjoy reading your Squadron newsletter and if you wish to share a boating story with us, you can send your photos or articles to me at bogart@sympatico.ca. See you on the water (not right now, but in a few short months).

Membership Officer: Robert Milburn

The OPSS Roster Booklet for 2004/05 is available to Squadron Members on a basis of one per family; that is, to the following member types:



- Regular,
- Associate Regular,
- Life, and
- Complimentary.

A copy of the Roster can be obtained from the *Membership Officer* by any current member of the above types, or by a person on their behalf:

- at any regular Bridge Meeting;
- at selected OPSS functions; or
- by sending a request to the Membership Officer, along with a pre-addressed and stamped envelope, minimum size 9"x12"; for addresses in

Canada the required postage is 6 times regular postage (6 x 50¢ = \$3.00).

The address of the Member Officer is:

Robert Milburn
1859 Cloverlawn Crescent
Gloucester, Ontario K1J 6V4



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Pennants & Pins for Sale

Highly recognizable and compositionally meaningful burgee; which you will proudly fly on your boat or display in your home. This pennant is 10' x 15', 4 colours, fitted with grommets and can be yours for just \$25. It's pattern and colours are emblematic of the Squadrons 50 years of service (the gold bar); the maple leaf, Peace Tower, and of blue depict us as being located at the convergence of the Rideau and Ottawa Rivers, in Canada's Capital.

The Membership Officer is offering a limited selection of OPSS items for sale, until a Regalia Officer is available. You can purchase the items using the order form in the December 2004 newsletter – just print the order form page from the newsletter on the website.



Training Officer: Ken Pritchard



OPSS Training News



The Ottawa Power and Sail Squadron have recently completed the fall 2004 training courses. The classes that were held were Advance Piloting, Weather, Global Weather, and 2 Boating classes. We are still waiting for the results for the AP, Weather and Global Weather. We do at this time have the results for the Boating classes. The training department would like to congratulate the following students that have successfully completed this course. They are:

*Jan Arp
Rob Bell
Carmen Giachino
Bryan Cole
Richard Ellis
Diane Lamirande
Kaitrionia Mactavish
Nancy Pearson
Blair Whitford*

*Penny Arp
Joel Bisson
Kevin Cooper
Bernadette Doucett
Craig Hare
Chris Lochner
Malcolm Mactavish
Warren Sloan
Lara Whitford*

*Daniel Beauchamp
Paul Carey
Christine Cole
Daniel Doucett
Weseley Lamb
Blair Mackintosh
Greg Pearson
Robert Sparks*

CONGRATULATIONS TO ALL



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We would also like to take a moment to mention that we have had one Boating student that got 100% on both the PCOC and the final exam. This is very rare and although she is camera shy a big congratulations goes out to **Carmen Giachino**.

Another student we would like have step into the spot light is 12 year old Bryan Cole. When we received an online registration for young Bryan a call was put in to his mother, Christine, because we were concerned about Bryan's age verses the course contents. We were told at the time that even though she did not expect Bryan to pass, she knew he would learn from the course and she would be taking the course with Bryan. When this conversation was relayed to the instructor he stated that he "expected Bryan to pass". On the night of the exam Christine told us that when they were studying together she was amazed at how Bryan seemed to be able to absorb the material. Well, to get to the point Bryan passed the course and Christine beat him by only 1 point. Young minds are amazing. Congratulations Bryan.



Bryan and Christine Cole

The kinds of smiles seen above are some of the greatest rewards that our training group receives.

The Ottawa Power and Sail Squadron has, by now, already started the winter courses. We are finding that, though we are not able to run all the courses that we offer due to registration numbers, the interest in the ones we are running is great. So, away we go, and from all our members to all our new students.

GOOD LUCK

Ken Pritchard, STO

In summer we boat! In winter we teach!

Andy Rooney's tips to get rid of telemarketers - Three Little Words That Work !!

The three little words are: "Hold On, Please...". Saying this, while putting down your phone and walking off (instead of hanging-up immediately) could make each telemarketing call so much more time-consuming that boiler room sales would grind to a halt.

Then when you eventually hear the phone company's "beep-beep-beep" tone, you know it's time to go back and hang up your handset, which has efficiently completed its task. These three little words will help eliminate telephone soliciting.

[Thanks to Bill Staniek for the above little gem. Gord]

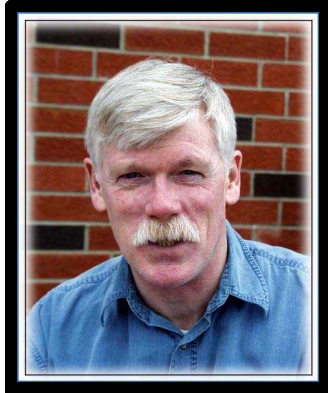


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Social Activities Officer: Don Tanner



Information Night 1

Thursday, February 24, 2005, at 7:00 p.m. at the Ottawa-Hull Naval Association Mess, Middle Street, Victoria Island.

Our guest speaker will be Derek Hatfield, Skipper of *Spirit of Canada*. Derek, a long time Canadian Power and Sail Squadron member, has just completed the 2002/03 Around Alone Single Handed Sailboat Race on the Open 40 *Spirit of Canada*. He is now planning to do it again in a state of the art Open 60 sailboat built right here in Canada.

Derek's story is a riveting video and pictorial account of his 182 day race around the world including the pitch pole and dismasting off the infamous Cape Horn. During the presentation, Derek outlines his plans to promote boating safety, environmental responsibility and youth education during the next race in 2006. He will also update members on the build of the new *Spirit of Canada* – the Open 60 currently under construction.

There will be a cash bar.

There will be no charge for this event. However, it would be greatly appreciated if you would make a financial contribution to assist Derek in his plans for 2006.

Please advise Fred Cameron at 613-745-5188 or at fred.cameron@sympatico.ca no later than February 17, 2005, to confirm your attendance. Since there is a good chance that this newsletter will arrive after the cut-off date, please consider this more as a memory jogger to attend.

Don Tanner, Past Commander and Social Affairs Officer

Information Night 2

Tuesday, March 22, 2005 at 6:45 p.m. (1845) at the Ottawa-Hull Naval Association Mess, Middle Street, Victoria Island.

Will be a Spring Launch Review, Titled, "**Don't Forget The Plug!**". Several of our regular instructors will conduct a refresher review on preparing you and your boat for the 2005 "splash". Or as it is better known, spring launch.

Under general headings we will attempt in a two hour period to review: Aids to navigation, Medical situations, Engine and Hull prep and Safety issues.

There will be a cash bar.

The Door Prize, will be provided by The SAM Group Ltd., and will be a Canadian Coast Approved, Mustang Inflatable PFD.

Admission charge: There will be no admission charge for OPSS members, but there will be a \$5.00



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charge for each non-squadron member.

Pre-registration is requested, as the seating capacity in the room is limited to 112 people, after that number has been reached we will not be able to accommodate "walk ins" at the door.

Please advise Fred Cameron at 613-745-5188 or e-mail opsssosocial@yahoo.ca.

Cut-off date: 16 March 2005. Please advise the number of OPSS members and non-members attending.

Tell your friends and relatives.

Fred Cameron, for the Social Affairs Officer.
Ottawa Power and Sail Squadron

The Ottawa Power and Sail Squadron and its members wish to thank The SAM Group for generously providing the door prize for the above March Information Night.

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Andy Rooney's tips to get rid of telemarketers

Do you ever get those annoying phone calls with no one on the other end? This is a telemarketing technique where a machine makes phone calls and records the time of day when a person answers the phone. This technique is used to determine the best time of day for a "real" sales person to call back and get someone at home. What you can do after answering, if you notice there is no one there, is to immediately start hitting your # button on the phone, 6 or 7 times, as quickly as possible. This confuses the machine that dialed the call and it kicks your number out of their system. Gosh, what a shame not to have your number in their system any longer !!!

[Thanks to Bill Staniek for the above article. Gord



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The Classifieds

To view colour pictures of the boats listed, please visit the Squadron website www.cps-ottawa.com and look in "Member's Items for Sale/Wanted". [Gord]

For Sale: 1939 33' Chris Craft Sedan Cruiser "Lynda IV". Planked mahogany hull, Twin 105 h.p. Hercules 6 cylinder gas engines (6 volt system). 80 US gallon gasoline capacity. 40 US gallon fresh water tank. 35 US gallon holding tank. 110 volt shore power and 12 volt alternator. VHF radio with HiGain (16'), pivot fold-down. Danforth anchor with 300' rode. 12 volt bilge pump. Front and Top decks re-canvassed in 2000. Main cabin has chesterfield/sofa bed (double), 2 Captain's chairs on castors, fold-up table for 4, 4" Binnacle. Forward/lower level has 2 permanent berths across from galley area, head with toilet and sink. Galley has permanent alcohol 2 burner stove, full stainless steel deep sink, H/C water with engine taps and a 110 volt fridge. Rear deck has a partial roof projection with full tarp enclosure. Full rear seats with 2 sponge foam cushions (can sleep 1 adult or 2 children).



Vessel has been stored in winter under cover on custom cradle at Peter Ayling's in Merrickville since purchased in 1965 by third (current) owner. Asking \$30,000 (Canadian). Contact John Richards (613) 225-2175.

For Sale: 1980 Chris Craft 253. Length 25', beam 9' 6". Single I/O – Mercruiser 260 with about 1350 hours. Starter battery, isolated house batteries (4 6-volt golf cart deep cycle), Danforth anchor with 150' rode plus 25' of chain. Full mahogany swim platform. Hot and cold pressured water system. Full plastic and separate full screen enclosures. AC/DC fridge. Large V-berth. Dinette converts to single bed. Private enclosed Head.



Asking \$15,000. For more interior photos or more information, please contact Anne Richer (613) 235-4048 ext. 231 or anne.richer@ccsa.ca.

For Sale: 1987 CS 30. Length 30', beam 10' 3", draft 4' 6" (Wing Keel). Displacement 8,000 lbs. Anchor with 120 feet of line including 8 feet of chain. Lots of sails. New dodger windows in 2004. Complete set of cockpit cushions. CS30 Folding Steel Cradle. Complete set of manuals. Harken Furling System for Genoa. Battery Charger (installed). 12 volt accessory plug. 3 110 volt outlets (on shorepower). Inverter. 2 deep cycle batteries (both less than 2 years old). WindVane (top of mast). VHF Radio. Numerous Lines for docking plus spares. Spare engine Parts. There are many more items included in this sale – too numerous to list here.



This yacht is exceptionally clean, and the bottom is in excellent shape with annual VC17 applications. I am the second owner purchasing the boat from the original owner in 2000. E-mail me for more photos. Asking \$58,000. Contact Howard Sutton (416) 368-1024 or hsutton@teracap.com.



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Letters to the Editor

ATLANTIC DRAMA

The dramatic Atlantic rescue of three Ottawa sailors on Saturday January 15, 2005 brought home the whole issue of Safety on the Water. In the past three years we have lost two members of the Squadron in Boating incidents and there have been others not related to our organization that have perished within our Ottawa-Kingston-Montreal area.

For many recreational boaters the idea of conducting some simple safety exercise at the beginning of the season is a no go, for instance a man overboard exercise and yes that applies to both power and sail, and how do you get that person back on board?

Have you trained your crew for the above and other situations?

Corey Glynn, John Rae and Peter Goodeve, Shark sailors from Britannia Yacht Club were on a trip from Moorhead City, North Carolina to the British Virgin Islands on a 11 metre yacht when they ran into engine mechanical problems eventually leading to the engine ceasing to function altogether which meant no charging to the batteries.

The bilge pumps and major navigational equipment also ceased working and they found themselves in a pretty bad weather situation, a radio emergency call was made in the late afternoon and the U.S. Coast Guard dispatched a Hercules aircraft from North Carolina. Meanwhile the U.S aircraft carrier "Theodore Roosevelt" picked up the distress call and dispatched two rescue helicopters to the scene.

The rescue took place in heavy sea conditions (six metre waves were reported) with two Navy rescue swimmers being dropped into those heaving seas, the sailors were lifted into the helicopters and returned to the carrier meanwhile their boat is probably heading towards the US coast, maybe afloat.

I must admit I marvel at the ability, courage and skill of the rescue personnel in such situations, remember the scenes in the movie "The Perfect Storm" that is what it is like, and I am sure our friends from Ottawa will be the first to testify to that.

As boaters we must be prepared for any on water emergency, yes even in the triangle that we can call home waters, are we prepared?

[Thanks to Bill Kerr for the above article. Gord]

Cruising to the Queen Charlottes Sue Baker AP

Ted and I had the great opportunity to sail across to and stay 5 days in the Queen Charlotte Islands off the west coast of BC last summer. We joined our host Bill on his 40' Fast Passage, a double ender sailboat built in BC.

Our adventure began in Port Hardy at the northern most tip of Vancouver Island and went across to the mainland where we travelled to Allison Harbour, Namu and Rock Inlet, Alexander Mackenzie's Rock, Ocean Falls and then on to Shearwater before taking off across Queen Charlotte Sound.





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Each day we saw beautiful scenery and got more and more used to the fog. Fortunately, it burned off fairly quickly and we saw the sun. On the 8th day we decided the weather was favourable for the crossing to the Islands. We discussed, at great length, how the watches would work for the 120 mile crossing. We should have one at the controls, another keeping that one company and getting ready to take over and the 3rd sleeping. It all sounded good but didn't seem to work that way. Because my working life had been



in shift work, I volunteered for the worst times at night. All was proceeding along as it should during the day. Ted was at the helm and I was sleeping when all of a sudden he is telling me to come up on deck. I found that the owner was also sleeping so did not disturb him. To my surprise, we were in the middle of a great game with the dolphins. We didn't know the rules but they would come along side, swim from side to side, go to the bow then shoot forward and jump. There were hundreds upon hundreds and they stayed for about an hour. This was not the 1st time we had seen them but definitely the longest. At one point, the "teenagers" would broach together. It was amazing.

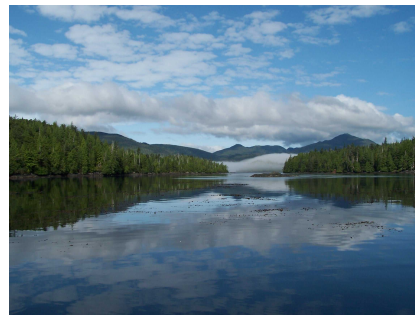
At 2330 or so, I took over the helm. One of the rules was lifejackets on and a safety tether so I hooked on and the guys disappeared. Being quite alert and used to the night, it didn't bother me. Ted popped up a number of times to ask if I was alright so I stayed until about 0500.

The one thing that is hard to get used to at those latitudes is the lack of darkness. The sky was dark from about 2230 to 0330 although some of it was twilight. I learned about twilight in my Celestial Navigation Course and was looking forward to seeing the evening and morning stars.

The fog wasn't as cooperative as I would have liked so I missed a lot of them but learned to rely on the Radar. Boy, all these electronics were helpful; GPS, Chart plotters, Radar, Fog Horn and the VHF (although this was hit and miss where we were). Yes, we had an auto helm but it didn't get used much since you really have to watch for tugs, logs and other jetsam and flotsam. This boat was so balanced that you could set the sails and walk around without much worry.



Well I didn't see our entrance to the Queen Charlotte Islands. I woke up to find us anchored in Rose Harbour. This is where the only non-native population is in the entire Quaii Hannas Park which includes almost all the south half of the Islands. Getting permission to enter the Park was another story.



If you ever get a chance to sail here, it is probably the most spectacular place I have ever seen. The moss is so thick that one feels like you are walking on an 8" carpet. It grows high on the trees and all over the forest floor. The Barnaby Narrows, where the tide goes from 18' depth to less than 1', has the most incredible underwater life. There are docks, in the middle of nowhere, where one can get fresh glacial water from a hose – and it's free. We did not get to the natural hot springs or to St Anthony Island where the totem poles are so hopefully we will return. There is so much to see.



After ending in Sandpit, we headed across Hecate's Strait to the mainland where we stayed in Larson Harbour and finally on to Prince Rupert. This is where, as Ted stated, we saw the most modern bathroom we have ever seen (well I didn't see it. It was the Men's.) It had a no touch philosophy, from going through any doors, including the stall, to the soap and paper towel dispensers. You never know what you will find and where. We stayed at the Prince



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Rupert Yacht Club, mostly fishing boats, and enjoyed a wind break of a different kind. On one side was a 208' yacht with its own helicopter and in front and on the other side of the dock, a mere 180' vessel. Needless to say, we were dwarfed.

Another part that was spectacular was the Inside Passage Ferry ride back to Port Hardy, where we had left our car. We enjoyed the most beautiful day and spent 16 hours going back to where we had left 18 days before. Again the scenery was amazing and one of the local whales waved goodbye with his fin as we passed on by.

If you ever get a chance to go to the Queen Charlottes, it's worth the trip.



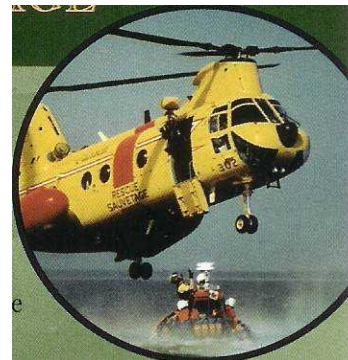
Sunrise through the fog.

[Thanks to Ted and Sue Baker for the above article. I wonder if there pets, Coco and Ali were along on this wonderful adventure? Gord]

Search and Rescue in Canada

As a new idea for the Bridge Meetings, we have invited speakers to do a short presentation. Our 1st speaker was Derek Smith, a Coast Guard Officer from England, who is on exchange with the Search and Rescue (SAR) Secretariat here in Ottawa. SAR is divided into 2 parts, Provincial and Federal while the National SAR Secretariat (NSS) coordinates activities between Federal search and rescue agencies as well as developing policies.

Under the Federal SAR, they record about **7500 incidents per year**. Of these **75% or 5700 are marine and 60% of that is leisure crafts**. **Seventy-one people die each year and of those, 80% will not have lifejackets on**. The SAR covers all air and marine offshore Oceans and the Great Lakes plus Federal Parks. The good news is that about 3500 people were saved in these areas. However, they do not cover the Inland water systems such as the Ottawa River, the Rideau and Trent-Severn Systems, or the Rideau River, all areas where a large number of our members boat.



Did you realize that in those places, **channel 16 is NOT monitored?** The Coast Guard does not have the personnel or crafts to respond. If you are in trouble, certainly call on channel 16. Another boater might hear and be able to assist you but your best bet is to call **911** on a cell phone and get help from the Police. The other place to call is the nearest marina on **channel 68** and request aid. If you hear a distress call, call the police and let them coordinate the rescue.

After the incident with the "Lady Duck", the famous amphibious vessel on the Ottawa River and the loss of 4 people aboard, it was recognized that there was a need to re-establish marine and water operations and policies. Our organizations will be represented in these discussions once the invitation has been extended.



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The SAR operates 15 Cormorant Helicopters, 3 Buffalo Aircraft for land rescue, 3 Hercules also for land, naval aircraft, 35 lifeboats and about 40 other vessels. There is also the Coast Guard Auxiliary which consists of about 5000 volunteers and 1500 boats. These people are reimbursed while training or during a rescue. The main SAR sites are Trenton, Halifax, and Victoria with subsections in Quebec City, and St John's. We also have CASARA – the Civil Air Search and Rescue Association in Canada with about 3000 members and 390 craft. We are lucky enough to have one of the most effective national search and rescue programs in the world considering our varied geography and climate.

The National Search and Rescue Secretariat Resource Centre offer many items from publications to CD-ROMs. For more information, contact them at (613) 992-0063 or email them at jroy@nss.gc.ca. Their website is <http://www.nss.gc.ca>.

One the 1st Tuesday of each month, we have a Bridge Meeting and would welcome each and every one of you to join us. Who knows, there may be another great presentation.

[Thanks to Sue Baker for the above article. Gord]

Andy Rooney's tips to get rid of telemarketers - Junk Mail Help:

When you get "ads" enclosed with your phone or utility bill, return these "ads" with your payment. Let the sending companies throw their own junk mail away.

When you get those "pre-approved" letters in the mail for everything from credit cards to 2nd mortgages and similar type junk, do not throw away the return envelope. Most of these come with postage-paid return envelopes, right? It costs them more than the regular 37cents postage "IF" and when they receive them back.

It costs them nothing if you throw them away! The postage was around 50 cents before the last increase and it is according to the weight. In that case, why not get rid of some of your other junk mail and put it in these cool little, postage-paid return envelopes.

Some of Andy Rooney's (60 minutes) ideas.

Send an ad for your local chimney cleaner to American Express. Send a pizza coupon to Citibank. If you didn't get anything else that day, then just send them their blank application back! If you want to remain anonymous, just make sure your name isn't on anything you send them.

You can even send the envelope back empty if you want to just to keep them guessing! It still costs them 37 cents. The banks and credit card companies are currently getting a lot of their own junk back in the mail, but folks, we need to OVERWHELM them. Let's let them know what it's like to get lots of junk mail, and best of all they're paying for it...Twice!

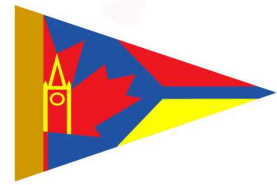
Let's help keep our postal service busy since they are saying that e-mail is cutting into their business profits, and that's why they need to increase postage costs again. You get the idea!

[Thanks to Bill Staniek for the above article. Gord]



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If you use electronic charting software, the following two press releases (captured from their respective websites) may be of interest to you. The first is from The Canadian Hydrographic Service (CHS) as they terminate the agreement with NDI.

Fisheries and Oceans Canada / Pêches et Océans Canada

Canada



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STATEMENT

The Canadian Hydrographic Service and Nautical Data International

[STATEMENT](#)

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4-Jan-2005

Since 1993, Canadian Hydrographic Service digital charts have been distributed by Nautical Data International Inc. (NDI) and its value-added resellers.

Over the past year, DFO has received over a hundred complaints about NDI. These complaints have come from a variety of sources, including recreational boaters, the navigational chart industry, and other levels of government. Complaints range from frustration with NDI's pricing practices, to boaters being unable to obtain the electronic chart products they need. In addition, DFO has had serious difficulties with NDI.

Despite repeated efforts to remedy these problems, there has been little improvement in the situation. As a result, DFO is terminating this agreement with NDI as of February 4th, 2005. CHS will be considering digital distribution options over the coming months.

Terminating the contract with NDI is in the best interests of Canada's recreational boaters and navigational chart industry, DFO, other government departments and Canadian taxpayers, who rely on the best, most accurate charts possible for safe navigation.

Page last updated : 1/10/2005 9:22:04 AM

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This site is maintained by the Canadian Hydrographic Service.

The next article is from NDI responding to the above from CHS – Oh, no you don't.....



Ottawa Power and Sail Squadron Rideau Ripples

February 2005



NDI BUSINESS WILL CARRY ON, AND NDI CONTINUES TO SUPPORT ITS LICENCEES

St. John's, NL, Canada, January 9, 2005. Nautical Data International, Inc. ("NDI") has an ongoing agreement (the "Agreement") with the Department of Fisheries and Oceans ("DFO") - the Canadian Hydrographic Service ("CHS"). The Agreement gives NDI the sole worldwide right and license to use, and sublicense the use of, any data owned by Canada and maintained by the Canadian Hydrographic Service to produce Products and Product Updates, to integrate these Products with other products or services and to distribute them directly or through third party distributors and value added resellers.

A dispute has arisen between CHS and NDI, and DFO has purported to terminate the Agreement, but NDI has taken legal advice that the Agreement remains in full force and effect.

NDI remains committed to work with CHS and DFO to ensure continued distribution, services and support to Canadian boaters and users of the Canadian digital charts without interruption. Business will carry on, and NDI shall continue to support its licensees, distributors, dealers and customers.

NDI is the sole worldwide distributor of the official Canadian electronic navigation charts and other digital nautical information under a multi-year agreement with the Government of Canada. In partnership with the Canadian Hydrographic Service, NDI has successfully developed a comprehensive digital cartography database comprised of thousands of nautical charts and other marine information covering navigable Canadian waters and coastal zones.

A privately held Canadian company based in St. John's, Newfoundland, NDI distributes its CHS certified data products under the brand DigitalOcean® for recreational boating, sports fishing, and commercial navigation purposes as well as for other non-navigation applications.

Nautical Data International, Inc.
Greg Mercer
Executive Vice President
email: gmerc@digitalocean.ca
phone: (709) 576-0634

DigitalOcean® is a Registered Trademark of Nautical Data International, Inc.



Ottawa Power and Sail Squadron Rideau Ripples

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[Thanks to Bill Kerr for the above article. We will keep an eye on this story as these two giants battle it out. Gord]

Book Review – The Hornblower Series

Winter. The temperature plunges and snow fills the air. Some OPSS members embrace it – by skiing or snowmobiling. Other members escape it – cruising south on the inland waterway, moving to condos in Florida or chartering in the Virgin Islands.

How can you maintain your interest in sailing when all the water, for hundreds of kilometres around, is covered with ice? One way is reading about it. There are many books available on all aspects of boating. Some, OPSS will provide to you when you sign up for a class. Others can be borrowed from an OPSS partner, the Ottawa Public Library.

There are two classic series on sailing: the Aubrey/Maturin series by Patrick O'Brien, and the Horatio Hornblower series by C.S. Forester. Both series have recently been featured in movies and television. The Film "Master and Commander" is from the Aubrey/ Maturin series. PBS and TVO have carried several episodes based on the Hornblower series.

I have been working my way through the Hornblower series. In eleven books, C.S. Forester follows the career of Horatio Hornblower from Midshipman through Captain to Admiral. Hornblower's adventures take him around the world, but the Napoleonic wars are featured in many of the books.

For those of you who look for more than just a good yarn, the Hornblower books will give you an appreciation of the complexity involved in sailing a square rigged sailing ship. You will learn that these ships carried fore-aft staysails, which were used when tacking. The staysails were struck and transverse square sails used in their place when the points of sail involved reaching or running. The speed with which a well-trained crew could change the sail configuration was a key factor in how successful the ship was in battle.

If you want to learn which sails were called by what names, then you will need another resource. Forester uses the names as active seamen would when giving orders: "Take a reef in the top-gallants, if you please, Mr. Bush."

You will also learn why sailing in a man-o-war was no picnic. The seamen slept in hammocks because they had to be able to completely clear the gun decks. The officers had cabins but when the call came to "clear for action" the bulkheads were removed and stowed so the guns could be serviced without obstruction.

Firing a cannon involves loading a powder charge, stuffing in some wadding to hold the powder in place, placing a ball, which could weigh up to 24 pounds, in the cannon on top of the wadding, rolling out the cannon, using wedges to adjust the height, inserting a lanyard with a bit of flint into the firing hole and pulling to fire the gun (alternatively one could use a quick fuse which one lights using a slow match, a smouldering rope-like piece). Once fired, the cannon had to be rolled in, and the barrel had to be cleaned with a damp sponge on a pole to get rid of any glowing powder remains before the process could be repeated.

You will also find in these books, examples of different leadership styles, political intrigue, even romance. The books are well written and are easy to read even with all the strange new (old) words. While the Hornblower series will not directly help you become a better sailor (consider taking one of the OPSS courses, if that is your goal) the books are very entertaining and I strongly recommend them.



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[Thanks to Bob Forward for the above book review. If you have read a great book or know of a story that may be of interest to us, please send it on in – we would love to read about it. Gord]

News & Views

Communiqué from the Chair CPS Communications Committee

Check it out at www.cps-ecp.ca the National CPS website.

Canadian Hydrographic Service terminates the contract with Nautical Data International (Details at < <http://www.charts.gc.ca/pub/en/help/chsndi.asp>>). A press release from NDI can be found at < http://www.digitalocean.ca/DigitalOceanE-Store/jan09_2005.asp>.

Please note: For Ship' Stores (< <http://www.cps-ecp.ca/shipstore/>>), it is business as usual until CPS cannot replace any stock. Members placing an order for out of stock material will be requested to confirm their order.

Updated listing of Boat Shows can now be found at < <http://www.cps-ecp.ca/english/boatshows05.html>> (English)

Or

< <http://www.cps-ecp.ca/french/boatshows05F.html>> (French).

Now posted at **Members Moorings** <http://ecc.cps-ecp.org/ftpacc1.htm>.

All information is available by clicking on the Recent Updates on the main Moorings page or through the main menu as indicated at the end of each item.

1. Winter 2005 PROMOTO (English) (Go to PROMOTO)
2. Instructions for 2005-2006 National Meetings (Go to Recent Updates)
3. Unapproved minutes of the October 2004 Operating Committee and Governing Board meetings - English and French (Go to Minutes of Meetings)
4. Updated HQ information list and map of HQ location (Go to Recent Updates)
5. New Member Benefit: computer hardware and software discounts for CPS Members from Computer System Centre (CSC) www.csctoronto.com (also linked from www.cps-ecp.org)

R/C Catherine McLeod P, Chair National Communications Committee (seaero@auracom.com)

With the upcoming boat shows it might be worth your while to check out the following form used to determine if your vessel can pass a courtesy check by the Canadian Coast Guard. A copy of the form is provided for your information. Why check out what equipment you have on board as per the required items and see if you should attend your closest boat show and get those items to complete your list.



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PLEASURE CRAFT COURTESY CHECK

Owner Name — Nom du propriétaire _____

Municipality — Municipalité _____

This information may be used for surveys. Ces informations peuvent être utilisées à des fins de sondage.

"I certify that this vessel is operated solely as a pleasure craft. I request and authorize this Courtesy Examination to be conducted. I understand and agree that successful completion of this examination by Fisheries and Oceans Canada indicates only that compulsory equipment was on board and appears to be in good order at the examination date shown. I further understand and agree that Fisheries and Oceans Canada does not warrant the condition of the equipment and assumes no liability whatsoever with respect to either any services given or any opinions expressed in connection with this Courtesy Examination".

* Je certifie que cette embarcation est utilisée seulement comme embarcation de plaisance. Je demande et autorise la conduite de cette vérification de courtoisie. Il est entendu que par le biais de cette vérification complète, Pêches et Océans Canada reconnaît que seulement l'équipement obligatoire était à bord à la date de vérification indiquée et qu'il paraissait être en bon état. De plus, il est entendu que Pêches et Océans Canada par le biais de cette vérification ne garantit pas l'état des articles de sécurité et par conséquent, n'assume aucune responsabilité en ce qui a trait aux services rendus ou opinions émises à ce sujet *.

Signature of Applicant — Signature du demandeur _____ Date _____

COMPULSORY — OBLIGATOIRE		0	6	8	12	20
01	<input type="checkbox"/> Licence Permis OR <input type="checkbox"/> Registration No. Immatriculation N°					
02	Approved flotation device of appropriate size Dispositif de flottaison approuvé de taille appropriée					
03	Fire Extinguisher Extincteur					
04	Watertight flashlight OR Pyrotechnic distress signals Lampe de poche étanche OU Signaux pyrotechniques de détresse					
05	Meets pyrotechnic distress signal requirements AND Watertight flashlight Signaux pyrotechniques de détresse selon les exigences ET Lampe de poche étanche					
06	Sound-signalling device OR appliance Dispositif OU appareil de signalisation sonore					2
07	Buoyant heaving line not less than 15 m Ligne d'attrape flottante d'au moins 15 m					
	Buoyant line not less than 15 m or approved buoy attached to 15 m of buoyant line Ligne flottante d'au moins 15 m ou bouée approuvée attachée à 15 m de ligne flottante					
08	Approved lifebuoy attached to 15 m of buoyant line Bouée de sauvetage approuvée attachée à 15 m de ligne flottante					
09	Manual propelling device OR anchor with 15 m rope, cable or chain Dispositif de propulsion manuel OU ancre avec 15 m de cordage, câble ou de chaîne					
10	Anchor with rope, cable or chain Ancre avec cordage, câble ou chaîne			30 m	50 m	
11	Reboarding device Dispositif de remontée à bord					
12	Bailer OR manual water pump fitted with sufficient hose Écope OU pompe manuelle avec boyau adapté					
13	Bailer AND manual water pump fitted with sufficient hose Écope ET pompe à eau manuelle avec boyau adapté					
14	Bilge pumping arrangements Installations d'épouséement de cale					
15	Navigation lights Feux de navigation					
16	Axe (1) Hache (1)					
17	2 Buckets of 10 L 2 Seaux de 10 L					

CHECK ALL THAT APPLY — TOUT CE QUI S'APPLIQUE		COMPULSORY OBLIGATOIRE	PRESENT PRÉSENT
18	Batteries should be secured. They shall be installed in a dry, ventilated location above bilge water level. / Il est recommandé de fixer les batteries. Elles doivent être dans un endroit sec, ventilés et au-dessus du niveau de l'eau du bouchain.	<input type="checkbox"/>	<input type="checkbox"/>
19	Natural ventilation for engine and fuel tanks comp. Ventilation naturelle moteur et réservoir	<input type="checkbox"/>	<input type="checkbox"/>
20	Exhaust fan (gas motor only) Ventilateur mécanique (essence)	<input type="checkbox"/>	<input type="checkbox"/>
21	Flame arrestor (gas motor only) Pare-flammes (essence)	<input type="checkbox"/>	<input type="checkbox"/>
22	Heat shielding Protection thermique	<input type="checkbox"/>	<input type="checkbox"/>
23	Marine charts and publications Cartes marines et publications	<input type="checkbox"/>	<input type="checkbox"/>
24	Radar reflector Réflecteur radar	<input type="checkbox"/>	<input type="checkbox"/>
25	Hull identification number Numéro d'identification de coque	<input type="checkbox"/>	<input type="checkbox"/>

Complete Complète
 Incomplete Incomplète

Decal No. N° vignette _____

Re-examination No. N° de Revérification _____
SAR-case follow-up No. N° d'incident SAR _____

VÉRIFICATION DE COURTOISIE POUR EMBARCATION DE PLAISANCE

VESSEL DEMOGRAPHICS — DESCRIPTION DU BATEAU

Vessel Name — Nom de l'embarcation _____ Length — Longueur _____
_____ m _____ ft

Home Port — Port d'attache/SAR area — région SAR _____ No. pers. on board/ Nb pers à bord _____

Propulsion H.P./C.V. _____
 Power Moteur Sail Voile Inboard Intérieur Outboard Hors bord Jet

Vessel type and Activity — Type d'embarcation et Activité
 PWC — MM Pleasure Plaisance Hunting and Sportfishing Chasse et pêche
 Other Autre _____

CCGA vessel Bateau du GCAC Yes Oui No Non Member No. — N° membre _____

OPTIONAL — FACULTATIF

VHF DSC ASN MMSI ISSM # _____
 CELL C

Depth Sounder Sondeur Compass Compas Radar
 GPS Electronic Navigation Navigation électronique

Vapor Detector — Détecteur vapeur
 Gas — Essence Propane Fuel tank shut-off valve Valve d'arrêt pour réservoir

First Aid Kit Trousse de premiers soins Tool box and essential spares Coffre à outils et pièces de rechange usuelles

AWARENESS — SENSIBILISATION

Sail plan Plan de route PFD VFI Proof of competency Preuve de compétence
 Alcohol Alcool Sewage Eaux usées
 Pre-departure checklist: Mechan. checks/Weather forecasts, etc. Vérifications avant départ : Vérif. mécan./Prévisions météo, etc.

A small vessel compliance label/plate should be attached to the vessel, but a courtesy decal may be issued even if there is no compliance label/plate on the vessel.

L'embarcation devrait être munie d'une étiquette/plaque de conformité pour embarcation de plaisance mais la vérification de courtoisie peut avoir lieu même si l'embarcation n'est pas munie d'une étiquette/plaque de conformité.

COMMENTS — COMMENTAIRES

Examiner Name and No. Nom et N° du vérificateur _____

Organization Organisme _____



Ottawa Power and Sail Squadron Rideau Ripples

February 2005



"The Ottawa Power and Sail Squadron and its members wish to thank PSL for generously providing their sound equipment for Squadron functions. PSL also services the Ottawa area for all types of sound and light functions."

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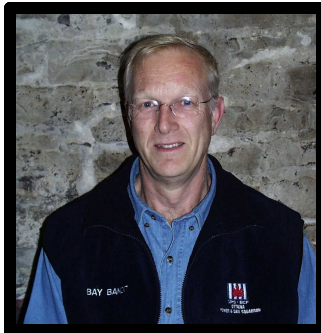
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www.psl.on.ca

Environmental Affairs Officer: Nick Beats



The following website is under the auspices of the Michigan Department of Environmental Quality and contains a fact sheet for Eco-Friendly Boating. Please check out the following website:

<http://www.deq.state.mi.us/documents/deq-ead-p2-marina-boating.pdf>.

The following website is under the auspices of the Ohio Department of Natural Resources and has an Environmental Boater's Guide that you should check out. The website is:

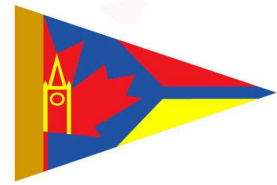
<http://www.dnr.state.oh.us/watercraft/clean/purchases.htm>.

Questions to Ponder, sent in by Sandy Christie.

- In winter why do we try to keep the house as warm as it was in summer when we complained about the heat?
- If at first you don't succeed, shouldn't you try doing it like your wife told you to do it?
- The statistics on sanity are that one out of every four Canadians is suffering from some sort of mental illness. Think of your three best friends, if they're okay, then it's you.



Ottawa Power and Sail Squadron Rideau Ripples



February 2005

Recipes

Dock Cookies

Ingredients for approximately 30 small cookies.

Butter: 1 1/3 cup
Brown sugar: 1 1/3 cup
All-purpose flour: 3 1/2 cups
Egg: 1
Milk: 1 tablespoon
Salt: a pinch
Homemade spice mix: a pinch

The Homemade spice mix

1 tablespoon ground cinnamon
1/4 tablespoon ground cloves
1 tablespoon ground nutmeg
1 tablespoon ground ginger

Mix together the butter, the brown sugar, the all-purpose flour, one egg, a tablespoon of milk, a pinch of salt and a pinch of the homemade spice mix (see recipe). Once all of the ingredients are well incorporated and form a dough, refrigerate (well wrapped) for 8 hours.

Roll out the dough 4 mm thick and cut into desired shapes.

Cook at 300⁰F for approximately 10 minutes.

Bon Appetit

[If you have a recipe that you would like to share, please send it to me for inclusion at bogart@sympatico.ca. Gord]

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