



Ottawa Power and Sail Squadron
Rideau Ripples

October 2005



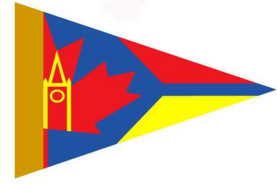
Picnic Point, U.S.A.

*St. Lawrence River
(1,000 Islands Region)*





Ottawa Power and Sail Squadron Rideau Ripples



October 2005

The 2005 – 2006 Bridge

Squadron Commander

Cdr Cathie Johnstone

Executive Officer

Lt/C Gordon Abry, AP

Treasurer

Lt Nelson Guillemette, CN

Training Officer

Lt/C Bryan Carroll

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

Archivist

Vacant Position

Membership Officer

1st Lt Robert Milburn

Environmental Affairs Officer

Vacant Position

Regalia Officer

Vacant Position

Secretary

1st Lt Sue Baker, CN

Communications Officer

1st Lt Ken Killingbeck

Social Activities Officer

1st Lt Fred Cameron

Mailing Officer

1st Lt Guy Ladouceur

MAREP & Safety Officer

1st Lt Bill Kerr, S

Rideau Ripples Editor

Vacant Position

Public Relations / Marketing Officer

Vacant Position

Past Commander

P/C Bernie Goulet, S

2007 CPS Conference Chair

P/C Frank Keating

Squadron Examiner

P/R/C Jim MacLeod, SN

Auditor

Lt James Dean, S

Squadron Calendar

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

Tuesday, December 6th 2005: Bridge Meeting and Informal Christmas Dinner held at the Ottawa-Hull Naval Association Mess on Victoria Island. Dinner at 1800 hours, meeting starts at 1900 hours.

Thursday to Sunday, February 23rd to 26th, 2006: Ottawa Boat, Sportsmen's & Cottage Show, Lansdowne Park, Ottawa.

Squadron Mailing Address

Ottawa Power and Sail Squadron
P.O. Box 8481 Terminal 'T'
Ottawa Ontario, K1G 3H9

Squadron Answering Machine – (613) 567-3265

Commander

Cdr. Cathie Johnstone
(613) 734-8300

Supply Officer

Monique Vallieres
(613) 741-6444

Social Activities Officer

Fred Cameron
(613) 745-5188

Rideau Ripples Editor

Vacant Position

Front Cover Picture

Cover photo taken by Gord Abry at the Gazebo at Picnic Point. The sailboat in the foreground is Soulmate, a 42' Catalina MK II and a little further back is Seanasea, a 38' Marine Trader. Gord's boat Octopus is almost hidden by Seanasea, but you can see a bit off the fly bridge.

A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, "I'm sorry, sir, only one carrion allowed per passenger."

Two fish swim into a concrete wall. The one turns to the other and says, "Dam!"

Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.

Two hydrogen atoms meet. One says "I've lost my electron." The other says "Are you sure?" The first replies "Yes, I'm positive."

Did you hear about the Buddhist who refused Novocain during a root canal? His goal: Transcendental medication.

A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. "But why?" they asked, as they moved off. "Because", he said, "I can't stand chess-nuts boasting in an open foyer."



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Commanders Comments

By now we are all busy preparing or have prepared our boats for their winter hibernation and although it's a difficult time of the year, we cannot complain as we did have an excellent boating season.

Over the summer, I had the pleasure of seeing many CPS flags on our travels and meeting CPS members from all over Canada. This included a family that was commuting from Calgary to the Rideau River. The captain, who had grown up in the Ottawa area and had boated on the Rideau as a young man, brought the boat out here for a season so his family could experience the delights that he had known as a child. Talk about a long commute. I also saw a number of Ottawa Squadron members that were easily identified by our squadron burgee. I would like to thank everyone that flies our burgee as it does make it really easy to spot a fellow squadron member.

I am pleased to announce that we have a new treasurer. Nelson Guillemette stepped forward to volunteer and has taken over the squadron finances from Jim Dean. I want to send a special "**Thank You**" to Jim for his efforts over the last 5 years. He has always gone above and beyond to ensure that our squadron finances were in order and has everything figured out to the penny. Three CHEERS for Jim. Although he has stepped down as Treasurer, he has not gone too far. Jim was appointed as the Squadron Auditor so he can still keep an eye on the books. Thanks again Jim and thank you Nelson for stepping up to take his place.

There are still key Bridge positions vacant and we really do need help. If you can give us any help in the area of Squadron Regalia, Public Relations or Editing the Ripples newsletter we would be very grateful. You do not have to write the articles for the newsletter, but coordinate the submissions and get them off to a printer.

I will be attending the National Conference in Winnipeg October 20 – 23rd and I look forward to meeting with all Squadron Commanders across the country. We will be discussing matters common to all squadrons and I am sure that I will come back with new ideas that we can use in our squadron.

Our Social activities officer has a number of events planned for the coming months and I encourage you to come out and mingle with fellow members. There is a great deal of planning that goes into these events and your attendance is appreciated.



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Courses are underway at Ecole Franco Cite and I am very impressed with this new venue. The classrooms are bright and have real desks with separate chairs. This makes it much easier as we do not have to squeeze adult bodies into student desks.

We rely heavily on you, the members to help promote CPS and if you have comments that you wish to share, we would be pleased to hear from you.

Cathie Johnstone

Commander

Executive Officer: Gord Abry

Had a great summer boating. Lindy and I didn't log much distance but we made up for it by taking the time to relax, relax and relax some more. A new location we visited was Picnic Point just across the U.S. border on Grindstone Island and it seems to be turning out to be one of our favourite secret spots.



At the turn of the Century, the rich and famous people from New York City would come to this spot for pleasure boating and fishing charters. Thousand Island Dressing is said to be the original creation of Sophia Lalonde, whose husband George regularly served it for his fishing parties shore dinners. One of his guests was New York City actress and renowned (way back then, of course) cookbook author May Irwin. Impressed, she gave the dressing its now popular name and helped introduce it to the world. How is that for a history/cooking lesson all rolled into one!

Thanksgiving Week-end seems to be our final hoorah on the water. 15 years ago we would boat on the St. Lawrence until mid November, but now most Marina operators like everything out of the water by the end of October. We had about 30 people for the week-end, using the cook house on Georgina Island. This year it took 3 turkeys to feed to hungry mob (I am not referring to the cooks, but rather to the succulent birds that probably don't like this time of year). Two turkeys were deep fried and one was done in a garbage can. I know, it doesn't sound all that appetizing, but I can tell you they tasted great. I don't really understand it, but the deep fried turkeys do not taste greasy or oily, but very tender and moist. I have to stop writing about this food as I am getting hungry again.

If you noticed that the October issue is late, you are correct (I just ran out of time and the dead line didn't run out of time and just kept on advancing). Why not share a story with us, you can send your photos or articles to me at bogart@sympatico.ca.

The boat is hauled and the wait begins. See you at a boat show.

Regards,
gord

A woman has twins and gives them up for adoption. One of them goes to a family in Egypt and is named "Ahmal." The other goes to a family in Spain; they name him "Juan." Years later, Juan sends a picture of himself to his birth mother. Upon receiving the picture, she tells her husband that she wishes she also had a picture of Ahmal. Her husband responds, "They're twins! If you've seen Juan, you've seen Ahmal."



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Training Officer: Bryan Carroll



VHF MODULE 2 COURSE

Digital Selective Calling (DSC) has been introduced to the Maritime Radio Communications system since last January. It is an important element in the GMDSS, an advanced communication system developed by the International Maritime Organization to improve coordinated Search and Rescue operations. It will improve the safety of life at sea – and in the Great Lakes in 2006/2007 - by utilizing automated satellite and terrestrial alerting and communications systems.

DSC's use on channel 70 will eliminate the need to monitor channel 16 and eventually it will replace most of the calls presently made on Ch 16. Also eventually, Coast Guard stations will cease listening watch on Ch16. Soon VHF radios will only be sold with DSC capability.

ENROLL IN THE MODULE 2 – DSC/GMDSS COURSE

Persons now in possession of the Radio Operator's Certificate (Maritime), based on what is now called Module 1, may take the course to obtain the DSC/GMDSS (module 2) qualification for which a new ROC(M) card will be issued to replace the present one.

Course: 14 and 21 November, with the exam on 21 Nov. marked immediately.
Cost: \$35.00, includes manual for Module 2 only, lessons and exam.

Submitted by Pierre Garneau and Paul Weisbrod, our VHF Instructors

Membership Officer: Robert Milburn



The NEW - Member Roster 2005/06 - Now Available

The OPSS Roster Booklet for 2005/06 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 the September and January Course Registration nights;
- at selected OPSS functions; or



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- 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).

Currently the Roster is only available in hardcopy. Electronic distribution has been limited until such time as a policy is developed regarding the use, and security, of electronically distributed information.

The address of the Member Officer is: Robert Milburn (613) 749-8013
1859 Cloverlawn Crescent
Gloucester, Ontario K1J 6V4
E-mail: membership@cps-ottawa.com

Regalia

*** You have been boating this summer and proudly flying your CPS Pennant – how about adding an OPSS Burgee ***

Our burgee is highly recognizable, attractive, and consists of patterns and colours with symbolic mean. Get one so you can proudly display it on you boat and find out about the fully meaning of the symbology of the burgee. The Peace Tower and Maple Leaf is obvious, but have you figured out what the gold, blue, red and yellow means? A full explanation is contained in the document provided with each burgee.

The burgee is 10' x 15', 4 colours, fitted with grommets and can be yours for just \$25.

To purchase this Burgee see the Membership Office at any OPSS function or meeting; or contact him through the OPSS website, phone service or postal address – as shown in this newsletter.



CPS (National flags):

Member Flag Small	8"x13"	\$10.00 (in stock at OPSS)
Member Flag Large	12"x20"	\$11.00 (in stock at OPSS)
Member Flag Appliquéd (sewn coloured fabric) 12"x20"		\$60.00 (will need to order)
Full Size Flags 24"x50", 30"x50", & 40"x60"		\$50.00 (will need to order, price may vary)

OPSS (Squadron):

Burgee	10"x15"	\$25.00 (in stock at OPSS)
Full Size, Flag or Pennant shapes (sewn coloured fabric)		\$200.00 (will need to order, prices may vary)

No taxes charged.

All in-stock items are available for purchase at most Squadron functions. Otherwise, please pre-arrange pick-up or delivery before ordering. The squadron does not have the resources for delivery or shipping. Orders can be mailed to the Membership Officer, with pre-payment made out to the Ottawa Power and Sail Squadron. If item is to be mailed back- a suitable sized self-addressed envelope with sufficient postage affixed must be included.

Robert Milburn, Membership Officer



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The Classifieds

Please visit the Squadron website www.cps-ottawa.com/forsale for a complete list of what is available from a sale and/or wanted to buy perspective. *It's only money, right!* [Gord]

For Sale: 1975 Grampian 28' named 'Momigi'. Beam: 9'6", Draft: 5'. This boat has been owned by the present owner for 20 years and has been sailed extensively - 10 years in Eastern Canada and 10 years in the Caribbean. It is equipped for cruising with an 'A' frame for mast lowering, dinghy and outboard, harken furling, autohelm, refrigeration and everything required for cruising. Boat is lying at Rockliffe Yacht Club.

Asking \$22,000. For more information please contact Ronald Cunningham at (613) 747-5597 or e-mail cunningham@sympatico.ca.

For Sale: 1974 Marine Trader 34' - Double Cabin. Single 120 HP Lehman diesel (approx. 3000 hrs.).



Maintenance records (for last 8 years while in fresh water). 7.5 KW Onan generator. All equipment is in good working order. Many new items (Radar, batteries, prop shaft etc.). Adequate electronics for long distance cruising. Adequate docking and ground tackle. 11 ft. Achilles dingy on davits. Air conditioning available. Spares included (prop, engine parts, belts, hoses etc.). Winter storage frame. 1 gallon white Imron type paint (\$525 value).

Turnkey condition.

2002 insurance survey available. \$65K (negotiable). For more interior photos or more information please contact Peter (613) 692-0706 or pm_labbe@sympatico.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.

For Sale: 1999 Model Carver Mariner 350 absolutely loaded with virtually every option and in new condition.



Only 220 hrs on 350MPI Mercruiser inboards. Only fresh water use. Fully equipped with Generator, Garmin GPS plotter, Raytheon radar, VHF radio, Heat/Air conditioning, Electric windlass, automatic halon fire system, Shore side water connection, Full size fridge and freezer, Full canvas enclosure, Cockpit canvas cover, Fume detectors, Bilge ionizing odour control, vacuflush head, TV/VHS/DVD/CD/stereo/CD changer, and much more.



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Asking \$173,900. For full specifications and photos please see our website at <http://www.geocities.com/nigelhigh2003/>. Contact: Nigel High @ 613-824-8219

For Sale: Mirage 26' Sailboat (1978) Blind Faith. Well equipped with 1999 Harken Furler, Honda 9.9 4 stroke outboard motor, depth sounder, knotmeter, new battery, mainsail/furler/genoa and Jib. Sleeps 4. 6' headroom, Alcohol Stove, BBQ, 4 life Jackets, folding cradle, Survey done in 2000. Location: Nepean Sailing Club.

Asking Price \$15,900.

Please contact Linda at (613) 271-8373 or Email: lyndalim@rogers.com



Classic Boat for Sale: 30 ft Owens Flagship 1965. 307 hp engine, new canvas 2004, hull and port side stern freeboard repaired 2004, galley and head with running water, inside cabin and all bright work all mahogany. Equipped with the following: Fridge, Electric burner and Toaster oven, Colour TV, Dishes, utensils and cooking pots and pans, Portable BBQ. Marine electronics include: VHF radio, GPS, Compass and Depth sounder. Copy of original owner's manual is included.



Asking Price: \$6,500.00. Please contact Bernie at (819) 568-5577 or (613) 292-5968.

2007 CPS Annual Conference Update



*Boating
Through History
Ottawa 2007*

2007 CPS Annual Conference
Rideau District, Ottawa Marriott
October 24 - 28, 2007

The Rideau District has been asked to host the 2007 CPS Annual Conference and CPS has entered into a contract with the Ottawa Marriott Hotel, 100 Kent Street, Ottawa to provide the facilities for this five day conference, from Wednesday Oct 24 to conclude on Sunday Oct 28, 2007. This annual conference is attended by as many as 350 to 400 CPS members from coast to coast.

The CPS Annual Conference is intended to allow Districts and Squadrons from across Canada to congregate and hold their Annual General Meeting, which will include electing the National Bridge; as well



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as providing a forum to hold meetings for Training, Marketing in addition to other pertinent meetings and seminars. There will also be an opportunity to have some fun at a major party or two.

In preparation for this major event, the District Council has formed an organizing committee and has appointed P/Cdr Frank Keating, of the Ottawa Squadron, to be the chair of this committee.

Preparations are underway and a number of volunteers have already come forward to join the committee in various capacities, however we still need a few key individuals right away and will definitely require more volunteers in the final month(s) leading up to the conference.

The committee is in dire need of:

- ✓ A Chair of the Prizes Sub-Committee;
- ✓ A Chair of the Entertainment Sub-Committee: and
- ✓ A Chair of the Meals & Receptions Sub-Committee.

Each of these positions will require work during the next 24 months leading into the Conference.

The most important recruits at this point would be two or three individuals with a Marketing/PR background, or contacts in those fields, as Prizes Chair and his/her helpers. What we need is someone who knows how to get small "freebies" out of businesses for the welcome/registration packages, and some larger gifts to be used as "Door Prizes" and "Competitions Prizes. If the individual felt he/she might have a conflict of interest, due to their employment, we can arrange to use their guidance and work, but hide it through direct contact/solicitation by others.

The next is an individual who likes to party, and can organize one (two to be precise). We have people willing to help, but we need an organizer. We will be having two major parties (Friday & Saturday), which need entertainment and decorations. The next volunteer will arrange the meals for these two parties.

The other major player required, will be needed to coordinate the meals. There are three major "sit-downs", two medium sized luncheons and possibly three small to medium sized receptions. This individual will be asked to make the plans for the meals for these events with the help of the Hotel Events Coordinator.

In addition to these folks, there will be a need for people during the conference to help in all manner of ways, but they can be found later.

If you feel that you have the ability to help out in any way please contact me by email at the address below. If you call and I don't recognize your name, I will not answer the phone, but you can leave a message and I will get back to you.

Thank-you.

Frank W Keating, AP, P/Cdr
Rideau District Chair
2007 National Conference Committee
Canadian Power & Sail Squadrons
EMail: fwkeating@rogers.com
Home Phone: 613-746-0026





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News & Views

[I am on several boating group lists and the following is from the Roughwater Owner's group. Roughwater is a boat make, one that Lindy and I were interested in purchasing. The following is an e-mail sent out by Tom's wife Susan and I cringe every time I read it. I am including it in this issue as an educational piece.]

Untitled e-mail

To all that was on the Southern California Rendezvous: First of all, we had a wonderful time. Thank you so much Larry and Brenda. You guys planned a great weekend. I'm not sure if we talked about next year or not? But I nominate you guys to head it.

I guess a lot of you don't know what happened to Tobin James and Tom when we left on Sunday, September 11th, 2005. The following is an E-mail I sent to some dear friends cruising in the San Blas Islands. This was September 11th. We left Cat Harbor this morning for Avalon. We were going to spend tonight until Tuesday for my Birthday. About an hour out, we heard an alarm go off, sounded like our high water alarm. Tom went down, opened the engine compartment and crawled to the front to check for high water. I turned the alarm off and it was still ringing. I looked at the heat gauge and we were over heated big time. Tom had me shut the engine down and he noticed coolant on the floor. He leaned down to wipe the coolant up and the radiator cap blew.

Tom was right there. He had a long sleeved shirt on. He was burned on his left side, his face, his whole arm, and all the way down to his waist. His back is burned and left shoulder. I pulled his shirt off and the skin came with it. I kept putting lots of cold water on him. Also on his face, I put clean towels saturated with water everywhere. When I felt I could leave him I called the Coast Guard and told them who I was and my husband was burned badly. Gave Lat. Long. all information very calmly.

There was a War Ship about 10 miles from us and could get to us fast. They deployed a helicopter from the ship that watched me take care of Tom. The ship was coming straight for us. All I could see was white water off their bow as they were doing 38 knots. They deployed a large inflatable with 6 people aboard, two were medics. They stabilized Tom.

Mirage Don Terry and Shirley (another Roughwater) called me on the radio. They were close and Don asked if I had a long line to throw to them and they would pull us back into the swell. I threw them a line and they had our boat secured as not to go into the rocks. We weren't close to the rocks just in case. I called Boat US to tow Tobin James to Avalon and went with Tom. They took us to the Navy War ship and stabilized Tom better. The Coast Guard landed on the ship and took us to Torrance Memorial Burn Center, where Tom will be for the next two weeks or more. I called Avalon and had Tobin James towed back to San Pedro. She arrived tonight around 6:30 PM. I was there with a couple from the Yacht Club. They helped me put the dingy up and the engine away. I took Sasha (our cat) off the boat and got home about 8:00 this evening. I did good getting him help and keeping a clear head. Now I am pretty cloudy. Keyed up and can't sleep. We are safe and will heal.

September 24th: Update

Tom had first degree burns on his face, second degree on his back and leg. Third degree on his left arm. Tuesday September 20th Tom had surgery for almost three hours and they did skin grafts on his left arm. The donor sight is from his left leg. I hope we will be out of the Burn Unit by October 1st.

I firmly believe we got the help we needed because I stayed on channel 16. The Coast Guard asked me to switch to channel 22 Alpha and I said "No". If I switched the Navy ship and Don and Shirley from



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Mirage would have never heard the call. This happened around 9:30 AM and by 11:30 AM we were at the Burn Center. He is in the best Burn Center in Southern California.

Susan Eskridge

[Susan gave the ok to print the above e-mail, but she is also mentioned to me that she wanted to emphasize that in an emergency to stay on Channel 16 and don't switch to a working Channel for the Coast Guard. She truly feels that she would not have gotten the help she needed if she changed VHF Channels. Tom is doing great – he is home and healing very nicely. Gord.]

The Burning Boat

In July of this year, we were at the Kingston Yacht Club watching a thunderstorm, not like any other we have witnessed but all around us. It seemed to come from no particular direction, but from every direction. We saw a bolt of lightning hit something behind the "Alexander Henry", an old Coast Guard Cutter that is a Bed and Breakfast at the local Marine Museum. A puff of white smoke appeared then nothing but more rain and lightning.



About 10 minutes later, the Coast Guard rescue vessel appeared, rushing over to Confederation Marina, in the general area that the bolt had struck. Smoke was rising so something definitely had been hit. Next we saw them towing a 42' Whitby ketch out of the harbour and a trail of black toxic smoke following.

What had happened? Apparently, the owners were about 10' from

docking when the vessel was hit. We heard that one of them had radioed the Coast Guard to say the boat had been hit, was of fire and that they were abandoning the vessel in the Marina. In order to secure the safety of the other boats, it would have to be pulled out. Mission accomplished by the CCG.

Could the fact that someone keyed the mike have caused the fire? It is possible since, by keying the mike, you have created another circuit and could possibly have dispersed the energy to other areas rather than just the grounding system in the boat? What do you think?



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

These friars were behind on their belfry payments, so they opened up a small florist shop to raise funds. Since everyone liked to buy flowers from the men of God, a rival florist across town thought the competition was unfair. He asked the good fathers to close down, but they would not. He went back and begged the friars to close. They ignored him. So, the rival florist hired Hugh MacTaggart, the roughest and most vicious thug in town to "persuade" them to close. Hugh beat up the friars and trashed their store, saying he'd be back if they didn't close up shop. Terrified, they did so, thereby proving that only Hugh can prevent florist friars. *[Thanks to Bryan Shane for jokes through-out this issue. Gord]*



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"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."

**PROFESSIONAL
SOUND & LIGHTING**

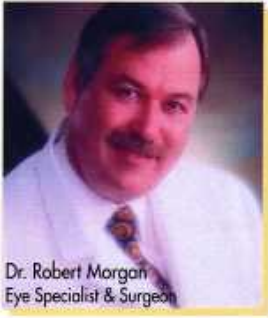
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