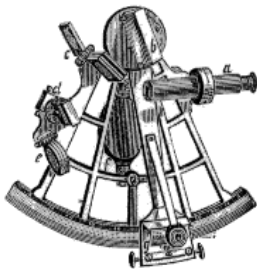
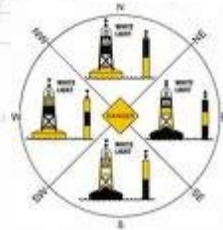
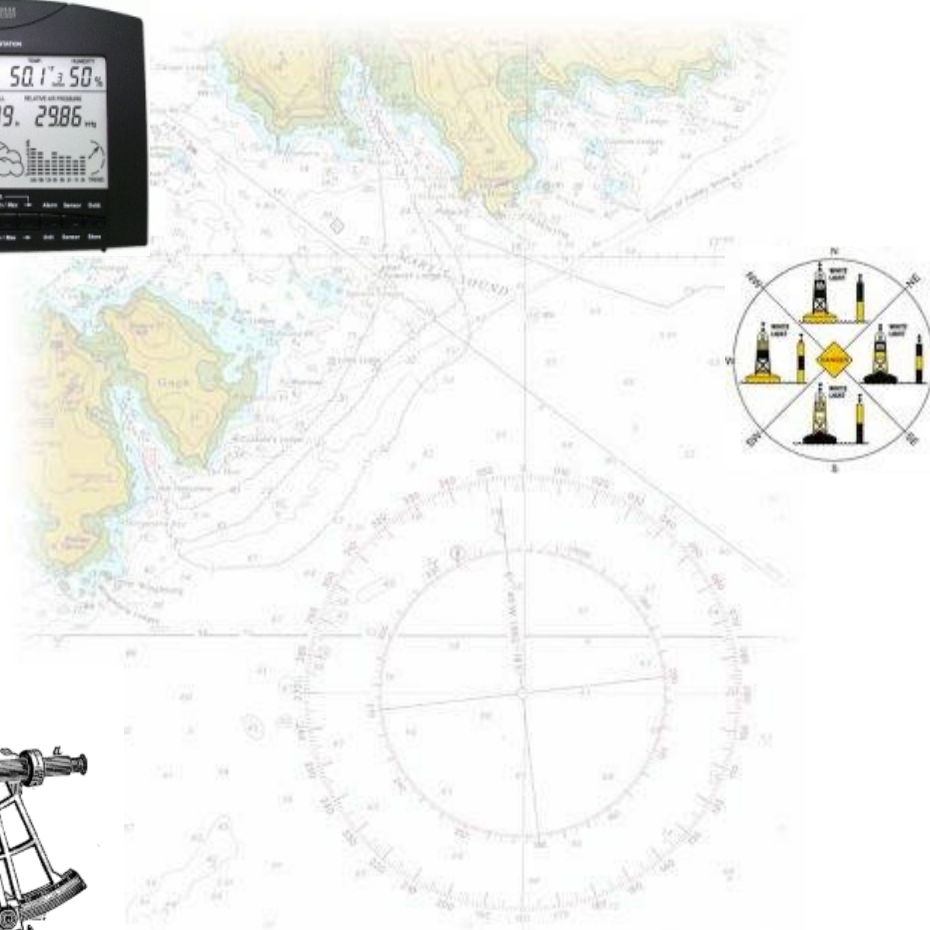


August 2006

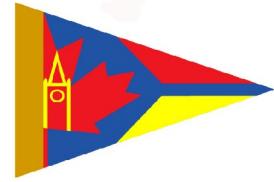
OPSS FALL TRAINING



It's training season once again. Consider taking one of the several courses available. Check out the links in the training section!



Ottawa Power and Sail Squadron Rideau Ripples



August 2006

The 2006 – 2007 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, (SN)

Communications Officer

1st Lt Ken Killingbeck

Social Activities Officer

1st Lt Fred Cameron

Mailing Officer

1st/Lt Marjorie Ladouceur

MAREP & Safety Officer

1st Lt Bill Kerr, S

Rideau Ripples Editor

1st/Lt Steve Lortie

Public Relations / Marketing Officer

1st/Lt Guy Ladouceur

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 Meeting Calendar

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

Tuesday, Sept 5th 2006: *Bridge Meeting* at the Ottawa-Hull Naval Association Mess on Victoria Island. Informal dinner at 1800 hrs, meeting starts at 1900 hrs.

Thursday, September 12th 2006: *Information Night with Ken Killingbeck.*: Cedar strip boats.

Tuesday, Oct 3rd 2006: *Bridge Meeting* at the Ottawa-Hull Naval Association. Informal dinner at 1800 hrs, meeting starts at 1900 hrs.

Thursday, Oct 12th 2006: *Information Night with Marg & Bruce Penniston.*: Ireland boat trip travelogue.

Tuesday, Nov 7th 2006: *Bridge Meeting* at the Ottawa-Hull Naval Association. Informal dinner at 1800 hrs, meeting starts at 1900 hrs.

Nov Information Night: Watch website for details.

Tuesday, Dec 5th 2006: *Bridge Meeting and Annual Christmas dinner: at the Ottawa-Hull Naval Association Mess on Victoria Island.* Dinner at 1800 hrs, meeting starts at 1900 hrs.

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

Steve Lortie
(613) 596-9620



Ottawa Power and Sail Squadron Rideau Ripples

August 2006



Commanders Comments

I hope you are all having a good summer. It is hard to believe that it's August already. We have had such great weather and the boating has been amazing.

Jim and I spent our month vacation boating that took us from the Rideau River along the Ottawa River to Montreal and then the St Lawrence to the Saguenay River all the way to Chicoutimi. The scenery is spectacular with mountains and rock face all along the fjord. There were whales and seals part way on the Saguenay making it more interesting.

I want to thank Fred Cameron, our Social Activities Officer for organizing the squadron picnic in June. We had an excellent turnout with great food and the weather was very cooperative. Congratulations to those who have become new members and we hope to see you at events throughout the year. A list of scheduled events is published in this issue, and is available on our website.

Included in this issue of Ripples is the course schedule for this year, outlining all the basic, advanced and elective courses. Please be sure to keep this handy and take a course to enhance your knowledge. It is a great way to pass the non-boating season. This schedule and advanced registration is available on the squadron website.

I would also like to invite you to attend our monthly Bridge meetings that are open to all members, held the first Tuesday of every month from September to June at the Naval Mess on Victoria Island. This is where the squadron executive has the opportunity to discuss any business relating to the managing of our squadron. The meetings begin at 19:00 hrs and are unusually over by 21:00hrs. If you want to eat before the meeting, there is a limited menu with meals under \$10.00. (Most of us are there by 18:00hrs if we want to eat first.) If you want more info, you can call me anytime.

Tell your friends about us and suggest they take the boating course. Our team of dedicated instructors is always eager to share their boating knowledge with others.

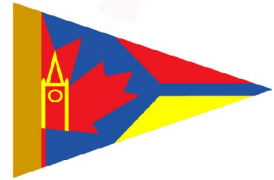
I hope to see you all soon.

Cathie Johnstone, Commander



Ottawa Power and Sail Squadron Rideau Ripples

August 2006



Executive Officer's Comments



Gordon Abry



on vacation

Gord Abry, XO

Training



Bryan Carroll

Registration for the Fall 2006 courses will be held on **Monday, September 11th** and **Wednesday, September 13th** at the Franco-Cité High School on Smyth Road commencing at 7:00 o'clock in the evening and continuing until 9:00 o'clock in the evening. The first classes will start on Monday, September 18th, 2006 at 7:00 p.m. and on Wednesday, September 20th, at 7:00 p.m.

The courses to be offered on Mondays in each week are the Boating course, Advanced Piloting, and Extended Cruising. Courses to be offered on Wednesday evenings will be the Boating course, Fundamentals of Weather, and Seamanship Sail.

Please check out the training portion of the Squadron website for the latest information regarding courses or to register for a course, use these links:

[Detailed Course Information](#)

[On-Line Course Registration](#)

Bryan Carroll, Training Officer



Ottawa Power and Sail Squadron Rideau Ripples



August 2006

Membership



Robert Milburn

IMPORTANT – All Members - Membership Renewal Reminder 2006/07

If you are an OPSS Regular or Associate Member you should have renewed your membership for 2006/2007 by now. Although almost all members from last year have renewed, there are still some who are yet to renew. We do not want to see you cut-off from Squadron or National mailings, the boating camaraderie, nor the many other benefits you receive as a member. If you are one of those who have not yet renewed we encourage you to do so now, while CPS is still accepting our renewal applications.

To help you determine your current membership status, three important pieces of information have been included on the mailing label of this newsletter, these are on the top line of the label, and are – your member number (in the form 000000AAA), your membership expiry date (in the form yyyy/mm/dd), and membership status (Current/Expired). The current membership year is 01 May 2006 until 30 Apr 2007.

To renew your membership you can:

- use the renewal form sent to you by National, back in Apr 2006, or
- use the CPS-ECP web-site (www.cps-epc.ca), or contact
- the OPSS Membership Officer (see below)

If you are unable to use the CPS National methods of membership renewal, or are uncertain of your membership status or fee, please contact the OPSS Membership Officer, who can be reached:

- at any regular Bridge Meeting;
- at the September and January Course Registration nights;
- at selected OPSS functions;
- though the OPSS web-site (www.cps-ottawa.com); or
- by sending a request to the Membership Officer -

Robert Milburn
1859 Cloverlawn Crescent
Gloucester, Ontario K1J 6V4

Robert Milburn, Membership Officer

Things moving a little slowly, try tracking an iceberg!: http://www.today.mun.ca/news.php?news_id=2094



Fred Cameron

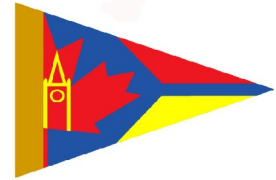
Social Activities Next Squadron Information Night

The famous "Peterborough Canoes" took the place of the birch bark craft of the Indians and the "dugout" of the white settlers. Several generations of craftsman in the Peterborough area produced beautiful light water craft that found their way to countless lakes and streams, some a surprising distance from home.

Modern techniques, materials and epoxies have enabled the amateur cedarstrip boat builder to not only restore these fine old boats, but to build new



Ottawa Power and Sail Squadron Rideau Ripples



August 2006

ones as well. Come out to hear cedarstrip boat enthusiast Ken Killingbeck's presentation on: A short brief on the history of boat building in the Peterborough, Ontario area.

- Slides and commentary on the restoration of a 14 foot cedarstrip "Canadian Nymph" runabout
- Slides and commentary on building a new cedarstrip, monocoque hull, 17 foot Endeavour kayak. Kayak, plans and materials will be on display.



CEDARSTRIP BOATS, OLD AND NEW

When: Tuesday, 12 September 2006

Where: The Ottawa-Hull Naval Association Mess, Middle St., Victoria Island.
(see map on Squadron website events page)

Admission charge: Ottawa Squadron members: \$ 1.00, all others: \$ 5.00

Refreshments: Coffee & tea will be available & there will be a cash bar

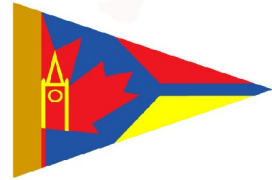
Door Prizes: TBA

Pre-registration: Is requested, as seating is limited. Click [here](#) to register online, or contact Fred Cameron at: 613-745-5188. Please register before Sunday, 10 September 2006.



Ottawa Power and Sail Squadron Rideau Ripples

August 2006



OPSS Activities Calendar

In addition to our monthly meetings listed on the inside cover the following are Squadron Activities that we would like you to come out to.

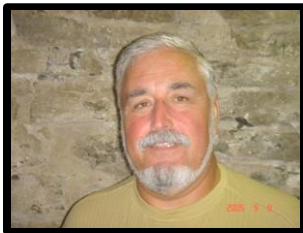
Thursday, 12 October 2006; Information night, with Marg & Bruce Penniston entitled “ **Shannon Shenanigans**”. A travelogue of their boat trip through the waterways of Ireland . Watch the website for more details.

November Information Night, To Be Announced. Please watch website for details.

Tuesday, 5 December 2006; Bridge meeting & Annual Christmas Dinner. At the Ottawa-Hull Naval Association Mess on Victoria Island. Dinner at 1800 hours, meeting starts at 1900 hours. All welcome to attend.

Fred Cameron, Social Activities Officer

Public Relations / Marketing



Guy Ladouceur



Guy A. Ladouceur, Public Relations & Marketing Officer



Ottawa Power and Sail Squadron Rideau Ripples

August 2006



BoatU.S. *Seaworthy* Magazine January 2006

The newsletter from **BoatU.S. Marine Insurance**, reviewed five years of claims. The number of claims and dollar amounts were considered in compiling the list of the main causes of insurance claims.

- #1: Striking submerged objects floating debris, rocks
- #2: Sinking failed hoses and clamps, outdrive bellows, clogged scuppers, clogged bilge pump.
- #3: Fire and explosion 12-volt wiring, shorepower cord inlet corrosion, corroded exhaust manifolds, fuel leaks.
- #4: Wind and weather tying up securely, guarding against chafe and staying protected help reduce damage.
- #5: Collisions docks, pilings, other boats
- #6: Grounding what you do after hitting bottom often causes more damage
- #7: Lightning improper grounding, bad luck!
- #8: Theft of boat 90% were on trailers
- #9: Theft of equipment outdrives, trailers, electronics, etc.

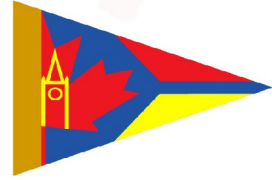
Food for thought

- Can you slam a revolving door?
 - How young can you be, but still die of old age?
 - What would happen if you found a four-leaf-clover under a ladder?
 - Can a cross-eyed teacher control his pupils?
 - What happens if you get a paper cut from a Get Well card?
 - Can you read a picture book?
 - Why does it say do not use before work with heavy machinery on the back of children's Tylenol?
 - Why is it written, "May contain traces of peanuts or other kind of nuts" on peanut butter jars?
 - If you only have one eye...are you blinking or winking?
 - If you have a gun and you ask, "can I ask you a question?" and they say "fire away" should you shoot them?
 - What is a chickpea if it is neither a chick nor a pea?
 - Why does Sea World have a seafood restaurant?
 - Whenever an adult is kidnapped why isn't it called adultnapped??
 - Why do blacklights look purple?
 - Did Yankee Doodle name the feather, hat, town, or his pony Macaroni?
 - Why is it that people duck in the rain, do they really think the rain won't hit them?
 - Why isn't the caps lock capitalized?
 - Isn't it weird that if you rearrange the word "teacher" you get "cheater"?
 - How come whenever you start to sing, you automatically sing in a higher voice than you talk?
 - If a pope goes to the bathroom, is it considered holy crap?
 - Why do water bottles have a "best if used by" date?
 - If you called the police station to talk to an officer and he was not there, would that be considered a cop out?
 - Can bald people get a hair line fracture?
-



Ottawa Power and Sail Squadron Rideau Ripples

August 2006



Member Submissions

Submitted By Bryan Cole

I am writing to you from Rome, in Italy. I am 13 years old, and took the OPSS Boating course in January, 2005, with my Mom, Christine Cole. On May 30, 2005, we left Williams Marina at Lansdowne, Ontario and started on our 15 month sailing trip on "Masala", our 1979 C&C Landfall 38 sailboat, to go touring around Europe.

From Lansdowne, we travelled 485 nautical miles along the St. Lawrence River, to Grande Anse (near Chicoutimi, on the Saguenay River), saw Quebec City in passing, and spotted Beluga and Minke whales in Tadoussac. In Grande Anse, on June 11 we loaded our boat, Masala, onto the deck of a freighter, to ship it to Antwerpen, or Antwerp, in Belgium. After flying from Montreal to London, and visiting London for a week we took a train to Antwerp, via the "Chunnel", an underwater railway tunnel that connects England and France.

After we unloaded Masala from the freighter, Dad had to motor single handed through the port of Antwerp, while my Mom, sister and I bought a new VHF radio that had European channels. We met my Dad in a small marina called Willemdok, a 30 second walk away from the hotel we had been staying in. The harbour masters in Willemdok were really nice, and they spoke: Dutch, German, English, French and Flemish, the Belgian dialect of Dutch. After Antwerp, we motored down the Westerschelde River, visiting Amsterdam on an inland trip. In Amsterdam, we saw a big Vincent van Gogh museum, which we spent the whole day at. There was also a Dutch resistance museum which was rather short, compared to some of the French ones. We went into the North Sea and turned West, going along the coast of France, and crossing to Dover from Calais.



Along the South Coast of England, we took 3 inland trips, one to London again, from Brighton, and from Plymouth, we took two. The first trip, we went to see Stonehenge, and on the second, we saw Tintagel, supposedly King

Arthur's Castle. From Falmouth, we waited a few weeks for parts to build a radar, and a radar mast, complete with dinghy motor hoist. We then crossed the Channel to a tiny place called L'Aber Wra'ch. The channel crossing was 20 hours non-stop, cold and very choppy, and everyone threw-up at least once except me. We then went down the west coast of France, visiting the massive aquarium called Oceanopolis in Brest and seeing many quaint fishing villages and walled towns. From Ile D'Yeu we crossed the dreaded Bay of Biscay, (often stormy at that time of year) motoring through calm the whole way, and hearing submarines, and seeing aircraft buzzing us as we were travelling through a naval exercise zone. Dad was a little freaked out tracking low-flying aircraft on the marine radar at 2 am!

After about 48 hours of travel, we landed in Gijon, Spain, and day-tripped westwards along the North coast of Spain, and then south along Portugal, a highlight of which would be Lisbon. We stayed near Lisbon for about 3 weeks while my Nana came to visit from Mississauga. I really enjoyed the 1000



Ottawa Power and Sail Squadron Rideau Ripples

August 2006



year old Moorish castle and the monuments dedicated to the Portuguese explorers. After Lisbon we kept on going south, to the Algarve, and into Spain again. We stopped for a month in Seville over Christmas and New Year's. After New Year's there was a parade where the Three Wise Men give the kids candy and presents. In the parade, 70 tons of candies are thrown at kids, who use plastic bags to collect it in. When we left Seville, we went 54 nautical miles down the river Guadalquivir to the ocean again. Along the way to Gibraltar, we stopped in Cadiz, and had an inland trip to Jerez.

We then went to Gibraltar, where we stayed 3 weeks, until we went to Morocco, for almost 2 weeks, with 8 days being travelling inland. We took our boat from Gibraltar to Smir, and we then went inland. First, we took a taxi to Tangier, and then got on the overnight train to Marrakesh, where we stayed two days, hiring a guide one day, and exploring the city ourselves the next. We then arranged for a driver and SUV to take us to Fez. We stopped first at Zagora, where we spent 3 hours on camels, and a night in the freezing cold Sahara in traditional tents. We then went to Merzouga, where we stayed the night in a hotel, right beside the Erg Chebbi dunes. In the morning, we got on camels, saw the sunrise, and went back to the hotel, where we packed up and left for Fez. We explored souks and bazaars for almost a full day, and the guide said we only covered about 15% of the old city. After we explored Fes, we took a train to Tangier, where we took a taxi to Smir.

After Morocco, we cruised past the Costa del Sol, (Coast of the Sun), which is also nicknamed Costa del Concrete, for its apartments, hotels, and suburbs that never really end. We arrived in Valencia soon after and saw some of the America's Cup boats including Alinghi (the defending Swiss team). We also saw the Spanish, South African, Swedish, American, and two out of 3 Italian teams. We crossed from Valencia, to Ibiza, in the Balearic Islands. After Ibiza, we went to Mallorca, and Palma. We saw the Semana Santa, an Easter/Holy Week procession in all of Spain, in Palma. After Palma, we visited a few of the calas, which are tiny bays with beaches at the end, on Mallorca, and then on Menorca. In the calas, I have been on bow anchor duty, selecting the exact anchoring location and operating the electric windlass while my dad does the stern anchor. We usually anchor in about 10 - 20 feet of water, and put out a scope of 5:1.

On this trip, I have learned many boating skills, like learning how to use a radar on watch by myself. I have taken the watch many times, while sailing, motor-sailing or just motoring. I have finally perfected my bowline, reef knot, round turn and two half hitches, and my clove hitch. I was never any good at them before this trip. Anchoring is easier for my parents, who steer the boat while I put down the anchor. My Mom said that my family was all missing my help when I had a sprained wrist, and they couldn't wait for me to heal!

My personal 'blog is at www.masala-b.blogspot.com, and our family website is www.sailmasala.com and there are well over 1000 pictures, of our whole trip, and the summer before. There is also a Log section which has a synopsis of the whole trip.

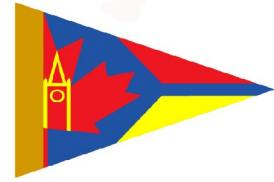
Now that I'm "older" (but refuse to grow up), I'll share some things I've discovered:

I started out with nothing, and I still have most of it.
My wild oats have turned into prunes and All Bran.
I finally got my head together; now my body is falling apart.
Funny, I don't remember being absent minded. . .
All reports are in; life is now officially unfair.
If all is not lost, where is it?
It is easier to get older than it is to get wiser.
Some days you're the dog; some days you're the hydrant.
I wish the buck stopped here; I sure could use a few . . .
Kids in the back seat cause accidents.



Ottawa Power and Sail Squadron Rideau Ripples

August 2006



Accidents in the back seat cause...kids.
It's hard to make a comeback when you haven't been anywhere.
The only time the world beats a path to your door is when you're in the bathroom.
If God wanted me to touch my toes, he would have put them on my knees.
When I'm finally holding all the cards, why does everyone decide to play chess?
It's not hard to meet expenses. . . they're everywhere.
The only difference between a rut and a grave is the depth.
These days, I spend a lot of time thinking about the hereafter . . . I go somewhere to get something and then wonder what I'm here after.

Cruising from Trinidad to Martinique & back

Hetty and I came back to the reality of snow and ice towards the end of February after 6 weeks of sailing along all of the balmy Windward Islands in the Caribbean. The boat we chartered (bare boat) from a colleague of mine was a Morgan 382 and the first few weeks we had friends tag along with us for our cruise. We had an incredible time, a real adventure and the four of us took the opportunity to tour many of the islands while docked in the various harbours and bays we visited along the way. The boat had two cabins, two heads, a galley with propane stove, a salon and chart station. It was fitted out with a sloop rig, autopilot, GPS, roller furling and plenty of winches to make things a bit easier and it performed very well despite a few mechanical hitches at first. It did especially well in the high swells we encountered on several of the open stretches between the islands where the Atlantic and a steady Easterly equatorial current roll right in. But the sailing was easier than we thought, that's because we had an autopilot, however winching the halyards or sheets requires a lot of muscle.



My previous sailing experience from Holland and the BVI came in handy as well as the many courses I followed at the Ottawa Power and Sail Squadron. We started off in Trinidad where the boat is stored on the dry at Peake's. Our plan was to see how far North we would get after three weeks depending on weather and waves and at that point simply turn around for our return trip. As it turned out after leisurely cruising North for three weeks, we managed to reach Martinique with about seven stops and two overnight legs to get there. Along the way we visited Grenada, Carriacou, Union Island, Mayreau, Bequia, St. Vincent and St. Lucia. Going North we often had to beat into both 25 kt winds and waves of 2-5 metres on the open stretches between the islands. The pilot chart for this area shows a predominant East wind but in January count more on a NE blow. As you can see, along the way we proudly flew the Ottawa Power & Sail Squadron burgee (see picture).

On the way back we visited Mustique, Canouan, Petit St. Vincent and Petite Martinique just to have a change of scenery. This time the wind was pushing us along and allowed us to run most of the time which made for some exciting surfing but mostly a pleasant sail. Except for the last overnight trip Grenada-Trinidad where we were hammered by 5 successive squalls all in the dark so orientation became difficult. Despite the darkness we could see the typical squall formations some 10 minutes before they hit so we had plenty of time to reef and pray. Several times I swore we were suddenly turning and I had to double check the compass only to see that we were perfectly maintaining our course. We were pelted by horizontal rain soaking us to the bone in under 5 seconds and the wind speed indicator showed gusts of over 35 kts, this is when my glasses, in a split second, took off for an eternal swim. Mind you, we can't complain because during our six weeks the



Ottawa Power and Sail Squadron Rideau Ripples



August 2006

temperatures hovered between 26°C and 30°C and it was mostly sunny with only a few (usually 5 minute lasting) showers every few days. Most of the islands are well equipped to service yachts and have plenty of food supplies and ice. Same for diesel and water, in at least three harbours tenders come right along side to serve you, you can wave or shout or use the VHF, anything works. They'll even bring you bags of ice and do your laundry. Internet cafés can be found at most ports and for a nominal fee you can get in touch with the outside world. At some ports there is a fierce competition among local buoy boys to tie you on to "their" mooring buoy, for a fee of course. These guys meet you in their little boats as you come into view. You recognize them by their brightly orange and blue coloured boats festooned with too big an outboard and traveling at maniac speeds. One can also, as we often did, simply lower an anchor which cost you nothing.

Visiting the islands was great fun. People are so friendly, everyone says hello when you walk by and they are all very cheerful, even though there is a lot of poverty. Getting around on the islands is very easy, small regional commuter buses are plentiful and very reasonably priced. Most of them are no bigger than a family van, and have one or more names painted on them. The only drawback is that they some times cram 15 plus people in a vehicle designed for 8-10 but the rides are seldom long. Drivers take their job serious; that is they drive as if the devil himself is right on their heels. Without any exception everybody is utmost friendly with excellent food, good service and plenty of cheap rum. Aside from the buoy boys and taxi drivers, nobody is in a rush something one has to get used to, especially when going through the formalities of going through customs and immigration. This ritual often requires you to document your life story on a variety of forms layered with heavily used sheets of carbon paper (press hard) because they want 4 copies of everything! Not only when entering, but also when leaving the country.

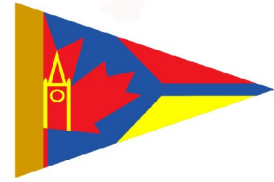


Say Hello

Music is everywhere, usually very loud and all carry the same drone. The islands each have their own character and as such are all a little different. The further North you go the more developed they appear. Trinidad was getting ready for their carnival, which was one week after our departure. We went to see the children's carnival and saw some beautiful costumes. On Trinidad we also did some sightseeing and saw one of the world's largest pitch lakes where they mine bitumen, to make asphalt (one of the wonders of the world). You can walk on the surface which looks and feels much like elephant skin. On Grenada we hiked to the top of a volcano situated in Grand Etang park and we went to see the nutmeg plant in Gouyave. In 2004 hurricane Ivan unfortunately damaged 80% of the nutmeg trees. You still see evidence of the damage to the roofs although many have been replaced by now. Everything is done with manual labour because unemployment is high and machines are expensive. We also went to see the one and only chocolate company on the island. Grenada exports all of their coca beans, until this company was started a few years ago. It is a small outfit, all organic and uses natural energy sources employing some Canadian solar technology. According to Hetty they make good chocolate with 77% coca. Very appropriately we were there on Valentine's Day and I bought Hetty a box of 10 chocolate bars, all hand made. Again, you see women wrapping up the bars, using an ordinary glue stick to seal the wrapper!



Ottawa Power and Sail Squadron Rideau Ripples



August 2006

St. Vincent and the Grenadines offered a lot of short sails to the different islands. Some more developed because of the tourists and big cruise boats. Others still unspoiled but very poor. We had a great dinner on one of the smaller islands, were the only ones in the restaurant. As you walk the children accompany you as they are very curious. Everywhere there are dogs and roaming goats along the roads as well as chickens and roosters.

In St. Lucia we stayed at Rodney Bay which has a beautiful harbour and marina. Again a very friendly country and in Soufrière we made a lovely walk uphill near the Pitons, the prominent twin mountain peaks that stand out as a landmark. From the La Haut resort up on the hills we enjoyed a great view of the pitons, super drinks and a great meal. The nicest island for us was Martinique. It is very French and well developed. It has great beaches and beautiful turquoise blue waters. The only thing is that on Sunday everything is closed. One can't get anything to eat and all the streets of Fort de France, the capital, are lined with closed roller shutters. But in the evening all the locals come out to the Savannah, a central park in Fort de France, and it gets loud again. Smoke and smells are omnipresent, people are cooking food on outdoor bar-b-q's and guys are gambling in groups around gambling tables, motor cycles noisily running around, music blaring and people everywhere. It is all very bewildering but entertaining to see all these activities going on at the same time.

Our friends left after 2 1/2 weeks in Bequia. We had fun with them, but we enjoyed the time on our own as well. We ate out a lot and had for the first time: barracuda and lambi (which is the meat of the conch shell). On leaving Trinidad, the first day of blue water sailing, we all became very seasick. We found that Natural gravol (ginger) does not work. Taking the real gravol was fine and after a few weeks you don't need to take anything anymore as your body gets used to the motion. The interior was quite spacious and the master cabin was exquisite. We found that we even had a hot water shower on board after running the diesel for about ten minutes.

On the way back, after an 8 hour sail from St. Lucia and as we were approaching Bequia we were met by a guy in a rubber dinghy armed with a camera stuck in a plastic bag. It suddenly hit me, I remembered reading in Chris Doyle's guide book that when one approaches Devil's Table you might notice what appears to be a madman zooming around your yacht, standing up in a tiny inflatable and being badly bounced by the waves. He says not to fear, that this is just Kenmore Henville who makes his living taking photographs of arriving yachts. Sure enough, the next day Ken came by our boat and had a nice picture of us (see Say Hello) as we approach Bequia.

Anyway, we can highly recommend the voyage, lots to see and you can't beat shorts and a T-shirt for the full six weeks especially knowing it is well below zero back home.

Nick Baets

SAFETY

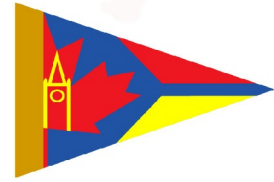
Crew Briefing

You know your boat well. You've had it for several years and do as much maintenance and upgrading as possible on your own. This has taught you where all the weak spots are, where every switch and valve is located, and which sounds are normal and which are the harbingers of trouble.

You like to share your boat with your friends and family. Nothing refreshes you like an impromptu sunset cruise or a weekend of cruising your local area with people you like. Your crew is used to bringing the snacks and helping to clean the boat up, but otherwise they stay out of your way and just relax, allowing you to operate the boat the way you want. This relationship works well for everyone—until something happens to you.



Ottawa Power and Sail Squadron Rideau Ripples



August 2006

When that rare boating accident does happen to you, however, the crew will find it impossible to help either themselves or you. Many search and rescue operations are hampered when there is still at least one able-bodied crewmember on the boat, but he or she doesn't know even the basics of operating the boat or its equipment. In one recent case, the US Coast Guard was delayed in finding a man who had fallen overboard by nearly 12 hours because the two women left on the boat did not know how to operate the radio, how to read their location from the GPS, how to throttle back or disengage the autopilot. Fortunately the man was in tropical waters and survived his overnight ordeal, but he could have been back aboard much sooner, and at much less taxpayer expense, if he had held regular crew briefings.

What's in a Crew Briefing?

Every person on the boat should know how to operate key pieces of gear. This enhances their enjoyment of boating with you because it eases their uncertainty and apprehension of being in an alien environment, building their confidence. Even those aboard only occasionally for a short periods of time should be given the tour. Be careful in your presentation, however—the object is to make them more comfortable with your boat, gear and preparations, not to scare them back onto the dock.

Stowage

If you supply foul weather gear, point out the locker where it's kept. Give each crewmember a drawer or other space to place personal effects such as wallet, purse, sunglasses, hat, bathing suit, medications or other gear.

Head

Demonstrate for each person how the head works, explain what should and shouldn't be put into it and show where the supplies are kept.

Galley

Demonstrate how to get drinks and snacks from the refrigerator or ice box, where snack or other foods are stored and how to operate the water system. The shutoff valve for the stove fuel should be on this tour and a brief demonstration of how the stove works.

Emergency Gear

The position of all fire extinguishers, flares, horn, distress flags or lights, COB (crew overboard) and retrieval gear, liferaft and abandon ship bag, EPIRB, PFDs, harnesses and tethers, anchors or any other safety gear you may have aboard should be pointed out.

First Aid

The location of the first aid kit should be pointed out, as well as any books you have on board that deal with medical care. See the MariSafe article Preparing for Medical Emergencies Onboard.

Mechanical Systems

Each crewmember should know the location of the battery switch and the circuit breaker panel. Have them practice turning on the circuits for the electronics, radio, navigation lights, electric windlass and autopilot to be sure they understand which ones do key tasks and how they work. They should know how a seacock works and where to find your seacock diagram, as well as the location of all electric bilge pump switches and manual bilge pump handles. Every crew should know how to deploy an anchor. If yours is a sailboat, the crew should know how to lower the sails and operate any roller furling gear.

Electronics

It is imperative that all members of the crew know the basic operation of the following:

Radio—see the MariSafe article on Radio Distress Calls

Mobile phone—if one is onboard, treat it just like a radio

EPIRB—how to turn it on and when

Autopilot—how to engage and disengage

Engine controls—how to speed up, slow down and stop

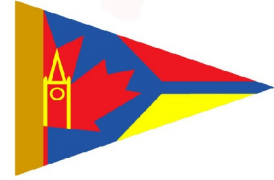
GPS—how to access the "Position" screen and read current location; how to use a MOB function; how to go to a home waypoint.

Charts—how to locate current position (from the GPS) on the chart

Compass—how to read it and take bearings



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August 2006

Ship's Papers

Information from the logbook may be required in an emergency. It must contain the owner's name, address and telephone number, ship's registration or documentation number and hailing port, radio call signs and other pertinent information.

Many of these instructions can be typed and placed into a three-ring binder along with the diagrams of thruhull locations, circuit breaker panel layout and safety gear layout. This not only saves you a lot of trouble re-explaining where everything is and how it works, but it gives the crew a reference in case you're not able to help them.

Sharing all this information can be time consuming but the rewards are immense. First, it gives your crew an indication that you care about them and are interested in their nautical education. Second, it improves their confidence on the water, allowing them to participate more actively in your boating fun. But most of all, if you become the victim of a boating accident, it gives your crew the tools they need to both help themselves and get help to you faster. So in a way, the crew briefing can have a totally selfish ulterior motive—protecting your own life.

Classifieds

Social Events

2006 Rideau District Summer Picnic

Sunday August 27th 1300Hrs. to 1900Hrs.(Sundown) at Don and Nan Bell's Property At Rideau Ferry
All CPS members in the District are most welcome. Please reserve by August 21st, call Linda Hamilton 613 8241362 or email linham2004@rogers.com

Details:

Getting There: From Lombardy on Hw# 15 take the road west towards Rideau Ferry (less than 7 km). On the east side of the Rideau Ferry Bridge (if you go over the bridge you have gone too far but will see boats down to your right) and on the north side is the Bell's driveway, turn here, there should be a CPS sign, drive down driveway until you see the gang on your left.

Facilities: Dockage-please call Don Bell at 1-613-283-5145 or email donbell@ripnet.com to confirm that there will be room and water depth.

Swimming pool!

Safety: Young children on docks or boats must wear PFDs or Lifejackets.

Menu: Bring your own meat to BBQ, your favourite beverage and an appetizer or favourite salad to share. District will provide BBQs, corn, dessert, condiments, coffee, tea, plates and plastic cutlery.

For Sale

Please visit the Squadron website [Items for Sale](#) for a *complete list* of what is available from a sale and/or wanted to buy perspective.



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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 brightwork are mohagany finish.



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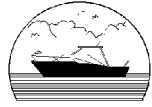


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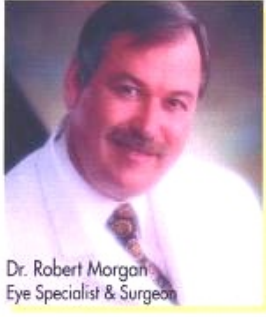
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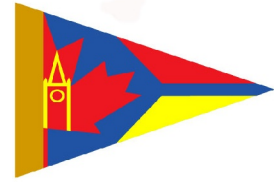
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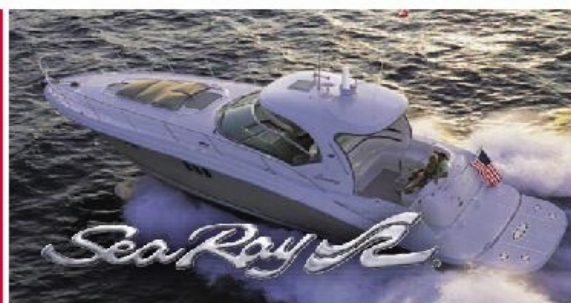
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