



Ottawa Power and Sail Squadron Rideau Ripples

December 2012 – January 2013



Commander's Comments



Christmas came early this year for our Squadron at the Conference in Edmonton in October! Your Squadron was awarded the 2012 CPS National Membership Retention Star Award. Your Executive Officer aka Membership Officer Terry Hamilton and I really worked hard to get everyone to renew in a timely fashion. Yes we sent a lot of e-mails, letters and reminders but the proof is in the result. Every member of the Squadron should be proud of the award because without your support this could not have been possible. From the bottom of our hearts, THANK YOU! I was quite pleased when Linda & Terry dropped over for coffee on their return from the Edmonton CPS-ECP AGM with the Squadron Star Award but the surprises did not finish there!

On October 27th at my last Commander's Breakfast, I received a telephone call from National Executive Joe Gatfield congratulating our Squadron on being awarded the Star Award but the real purpose of his call was to inform me that I had been named "2012 CPS-ECP Volunteer of the Year" at the AGM in Edmonton. PDC Cathie Johnstone & PDC Linda Hamilton were ready to present me with the Howard G. Peck Award. I have been surprised before by receiving a Commander's Citation in 2008 and being presented the Rideau District Stirrer Upper Award in 2009 but this took the cake! I am very seldom lost for words but I was actually speechless and shaken up. Wow, what an honour!

I am still a little speechless and have only two words to the Squadron and my nominator XO Terry Hamilton "THANK YOU". Santa can forget me this year!

Our first Boating Essentials Course was completed late in November. Our five new graduates are: Lee Daws, Heinz Keller, Denis & Nathalie Legault, Stephen Murphy. They attained a class average of 96%. I would like to thank my instructing partner Pat McGrath and our two proctors Nancy Richards and Terry Hamilton. I invite all Squadron Associate Members to enrol in this new course to further your knowledge. It is a great *NEW* course.

This year the Squadron was involved in the Annual Orleans Parade of Lights on Saturday, November 24, 2012. It was a success and a great way to promote our Squadron and advertize our Courses. Please read the article submitted by member Jamie Pitfield. I would like to take this opportunity to thank Rolly and Sandy Nantel for the use of Tug Along and their knowledge on how a float should be decorated; Float Engineer Mark Dalzell; Elves handing out Candy Canes: Bryan Carroll, Linda Fischer, Linda & Terry Hamilton, Marjorie Ladouceur and Jamie Pitfield and finally the two Shuttle Drivers: Frank Keating and yours truly.

The last Bridge Meeting of the year was a little special as I was able to convince Santa and Mrs Claus to be our guest for the Xmas Dinner portion of the meeting. A good time was had by all in attendance. Please read the article in the newsletter.

With the help of XO Terry Hamilton, I completed the Merit Marks and they have been entered on WBAS ready for approval by the Rideau District Commander André Dubois and Chief Commander Richard Bee. Our Squadron volunteered 2,966 hrs during the year. This is quite an accomplishment by 46 members.

My month of December is a scheduling nightmare trying to keep the Magic of Christmas alive in the Ottawa Area. As I rest between visits, I am having problems closing my Commander's Comment but it finally came to me. It's time to say Merry Christmas but really it should be THANK YOU to everyone who participated this year no mater how small you think your contribution was in making our Squadron the best across Canada in my opinion!

Merry Christmas and Happy New Year to everyone and your family. Be safe and enjoy this festive season!

Guy

Guy A. Ladouceur
Ottawa Commander



The 2011-2012 Bridge

Squadron Commander	Guy A. Ladouceur
Immediate Past Commander	Bryan Carroll
Executive Officer	Terry Hamilton, <u>AP</u>
Admin Officer	Paulette Vineham
Treasurer	William Moyle, <u>AP</u>
Training Officer	Robin Craig, CN
A/Training Officer (Adv/Elective)	Court Harkness, S
A/Training Officer (Boating Basics)	<i>Court Harkness, S</i>
A/Training Officer (Supply)	Monique Vallieres, S
Communications Officers	Frank Keating, <u>AP</u>
Environmental Officer	Nick Baets, CN
MAREP & safety Officer	Sue Baker, SN
Mailing Officer	Marjorie Ladouceur
Membership	<i>Terry Hamilton, AP</i>
Public Relation / Marketing Officer	Donald Partridge, P
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Rideau Ripples Editor	<i>Philip Harris, N</i>
Secretary	Chantal Ladouceur
Social Affairs Officer	Christopher Friesen
Webmaster	Philip Harris, N

*_**

Squadron Examiner	Robin Craig, CN
Squadron Financial Review	Don Tanner, CN

**Why not help the Bridge and volunteer
as an assistant!**

Squadron Mailing Address

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Ottawa, ON K1G 3H9

Cdr Guy A. Ladouceur
(613) 824-9490

Squadron Events Calendar

Dec 25, 2012 (TUE) – SANTA IS COMING! – Hope you have been good!

Jan 03, 2013 (THU) – BRIDGE MEETING - Louis Steak House
1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcome to attend.

Feb 07, 2013 (THU) – – BRIDGE MEETING - Louis Steak House
1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcome to attend.

Feb 21-24, 2013 (THU-SUN) – OTTAWA BOAT & SPORTSMEN'S SHOW – 4899 Uplands Drive, Ottawa – More to come.

Mar 02, 2013 (SAT) – SQUADRON ANNUAL DINNER - Algonquin College – More to come.

Mar 07, 2013 (THU) – – BRIDGE MEETING - Louis Steak House
1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcome to attend

Please check the website for updates and latest information:
<http://cps-ottawa.com/events.html>

Christopher Friesen (613) 837-3461
Social Activities Officer

*You have any ideas or a topic for an
Information Night, please drop me an e-mail
social@cps-ottawa.com*



Plan on being there!

**** NEWS FLASH ****

MARK YOUR CALENDAR!

**February 21-24, 2013 – Ottawa Boat and Sportsmen's Show
March 02, 2013 – Squadron Annual Dinner - Algonquin College
MORE INFO IN THE NEXT NEWSLETTER!**

TRAINING COURSES – WINTER / SPRING 2013

Please Register On-Line!

www.cps-ecp.ca or <http://cps-ottawa.com/courses.html>

WINTER/SPRING 2013 COURSE DATES AND INFORMATION

Registration: Online Registration form at the National CPS website

Boating Essentials - *Boating Basics get you out there, Boating Essentials brings you back.*

The Boating Essentials course replaces the old Boating course, for boaters who already have a PCOC from CPS or any other accredited provider. This course continues where the Boating Basics course leaves off and offers instruction in navigation, charting, plotting and an introduction to electronic navigation. Topics include: the magnetic compass, global positioning and charts, navigation, conning, plotting, digital charting, anchoring, lines and ropes, electrical hazards, towing, boating and the environment, and more. The duration is 10 weeks, 1 night per week. Boating Essentials graduates are entitled to regular membership in CPS.

Advanced Piloting – *a necessary course in advanced coastal navigation for short duration trips out of sight of land.*

The new Advanced Piloting course includes an updated and enhanced chapter on Electronic Navigation Tools, composed by our squadron's AP Instructor Monique Pelland. You will be taken out of the realm of conning and visual plotting to coastal cruising out of sight of land: navigating in tidal waters; dealing with winds and current; standing clear of danger; using radar, an autopilot, and other instruments; and determining position by visual observation or with the use of electronic devices. Advance your piloting skills by taking this exciting course.

Course Calendar /Spring 2013:

St. Patrick's High School

Boating Essentials 2: Wednesdays Jan 9 to Mar 20

Seamanship: Wednesdays 9 Jan to Apr 10

Advanced Piloting: Wednesdays Jan 9 to Apr 10

Marine Radio 1: Wednesdays Jan 16 to Jan 30

Marine Radio 2: Wednesdays Apr 10 to Apr 24

Marine Radio 3: Wednesdays May 22 to Jun 5

Nepean Centrepoinde Library

Boating Basics: Tuesdays Feb. 12th, 19th, 26th

Boating Basics: Tuesdays Apr. 9th, 16th, 23rd

North Gloucester Library

Boating Basics: Tuesdays April 9th, 16th, and 23rd

Boating Basics: Thursdays May 9th, 16th, and 23rd



Robin Craig CN

Training Officer

Help us have safer boating by promoting CPS and our courses to anyone on the dock, the grocery store, the doctor's office. Fly the colours and be proud!

While your boat is stored for the winter why not enroll in a course!

A Thanksgiving Surprise

I moor my Edel 655 on a mooring buoy which I built about 50 metres off the Partridge Family Cottage at Floral Park on Lake Couchiching. Thus each Fall, I take the Chestnut Canoe out to the mooring buoy and then climb into the sailboat and motor 10 nm up the lake to Orillia. There I can take it out and lower the mast. I then trailer Iniship (Ojibwa for Loon) by Casino Rama and back to the cottage at Floral Park where it gets put to bed for the winter.



That leaves me with a canoe out at the mooring buoy and a mooring buoy to bring in. After a couple of days of foul weather the rain let up but a strong wind was still blowing from the south. With a fetch of about 7nm, the waves were long rollers, about 2.5 metres from peak to peak. As my Peterborough Handyboy was already in the garage, I borrowed my sister's 4.6m Coleman canoe to do the job.

When I got out to the mooring buoy, I lifted the buoy into the canoe. Next, I disconnected the chain from the mooring buoy and put the buoy with its turnbuckle on the bottom of the canoe as the Chestnut canoe was still tied to the mooring buoy. Then I tied a plastic container on about a metre of line and filled it more than half full of water. The idea is to float it about a meter or so off the bottom but below the ice, so it can be found and retrieved in the spring.

So the only way to tell if the plastic container will sink, is to let it go. Well, it did not sink, so I reached for it and found that the Colman Canoe is shaped so there is no clear behavioural warning as I went beyond the balance point. The canoe rolled over and I found myself in the drink.

The water was cold; the waves were high but I was not in trouble as the canoe has lots of flotation. I was also wearing my inflatable life preserver. I realized it was a good time to try it out. I reached for the rip cord and found it was on the other side. I changed hands holding the canoe pulled the ripcord. To my pleasant surprise, it inflated just like it is supposed to. I now had 20lbs of flotation: the equivalent of wearing two PFDs.

Looking shoreward, I saw that my brother, Richard, and a neighbour, Peter Simpson, had seen me go over. I put the kit bag, the spare PDF, and my paddle back into the canoe and watched as the wind took the Chestnut Canoe and the mooring buoy away. I realized I could not deal with everything now and so I swam in pushing the upset Coleman Canoe ahead of me. The inflatable was comfortable and gave lots of flotation. My brother launched a punt and went rowing after the Chestnut canoe and the mooring buoy while I warmed up with a change of clothes. Several hours later, I realized an I had lost my spare paddle commotion.

On the next day, the wind was blowing a little stronger, but when I reached for the buoy, I was sitting on the floor of the canoe which greatly improves its stability for a task such as this. My idea of a good time usually does not include a dip in Lake Couchiching when it is 15°C, but I was sure pleased I had been wearing my inflatable life jacket and did not have to try to put on a PFD while treading water.

Don Partridge (P)

Commander's Breakfast



Well this was my last Commander's Breakfast as your Squadron Commander, What a sent off! It will be a day that I will always remember!

As I mentioned in my Commander's Comments, it felt like it was Christmas:

The Squadron winning the 2012 CPS National Membership Star Award was always dream of mine. My being awarded the 2012 Howard G. Peck Volunteer of the Year was something I had never thought of. I never anticipated winning such a prestigious award.



I know that all previous winners will share with me that CPS is a labour of love and that we did it and continue do it because we believe in the CPS Mission Statement plus helping more boaters enjoy our hobby safely for us is reward enough!



It was a celebration that included: Sue Baker – P/Cdr Bryan Carroll – PDC Evelyn Clue – Mark Dalzell – Linda Fischer – Christopher Friesen – Lucille & Pierre Garneau – Kevin Green – Nelson Guillemette – PDC Linda & Terry Hamilton – Court Harkness – PDC Cathie Johnstone – P/Cdr Frank Keating – David Kerr – Chantal, Jason, Noah and Marjorie Ladouceur – Denis & Nathalie Legault – Jim MacLeod – Joy & Will Moyle – Rolly & Sandy Nantel – Dave Omond - Nancy Richards – Anne Richer – P/Cdr Don Tanner – Paulette Vineham.



It has been quite a ride so far but my two years as Commander are not over till the next AGM in April 2013 and I do not plan to slow down just yet so put on your Life Jackets folks and hang on!

I would like to say a big thank you to all our Bridge Members for their support and all the donated hours they have given away from their loved ones. There is a saying that behind every good man there is a good woman. Well it is true, Marjorie has supported me during the last two years and made my being the Commander of the Ottawa Squadron that much easier. She deserves a medal for putting up with me!

In closing, I would like to thank every member who faithfully renewed their membership year after year; you made it so much easier for the

Squadron to be considered for the Star Award. To all seasoned and new members THANK YOU from the bottom of my heart for your support.

Guy A. Ladouceur, Cdr



Santa's Parade of Lights 2012



Presenting Sponsor
Canada Trust

Articles by **Jamie Pitfield**

Photos by **Rolly Nantel, Linda Hamilton and Jason Ladouceur**

The first three photos can be explained without words.



The fourth is demonstrating the fun two elves experienced doing the parade. Jamie Pitfield (P) & Terry Hamilton (S)

On November 24th, eight of us met up on the side of a long and windy road in Orleans, to accompany the Squadron's Float Tug Along in the Orleans Santa Claus parade. It was surprisingly cold, probably the coldest night so far. We were float #56, so we were about two thirds of the way down the list of floats and maybe 20 floats ahead of Santa. I have never been in a SC parade before and was dressed in my favourite elf shoes, with my pajama bottoms with the big anchors on them, an elf tuque, and a brand new CPS Salus Personal Flotation Device. Others had lights on their tuques, and the same recognizable PFDs. We were a proud sight.

The best thing about a SC parade other than warming up very quickly due to the walking required to keep up, is the opportunity to give out candy canes to all the kids big and small. What a privilege and the looks in their eyes were heartwarming. We had 6,000 or 7,000 candy canes which we used to refill our little elf bags along the route. As we approached the Place d'Orleans Mall we ran out, and spent the last couple of blocks high fiving the kids and shouting Merry Christmas. We had a great reaction. For me, this was my first chance to meet and see fellow members in action. As a new member it was a nice way to get to know some people and to be able to give a very little piece back to the community. It was fun for all of us. Hopefully next year, we will have some of you along with us and several thousand more candy canes as well! Merry Christmas!

2012 CANADIAN SAFE BOATING AWARDS (CASBAs)

Nomination for “Rescue of the Year”

A heroic deed or rescue executed on the water in Canada

The Ottawa Power and Sail Squadron would be honoured to nominate Stefan McClelland for the award of Rescue of the Year:

Here is what took place:

October 2 2012,

I was out fishing alone on the Ottawa River on October 2 2012, around Petrie Island when I noticed a bright coloured airplane flying very low a couple of miles away in the distance. I assumed that the plane was simply preparing for a water landing and continued fishing. Seconds later, the plane appeared to make a sudden sharp turn and then I saw a faint splash in the water. I was not sure if the plane had in fact crashed or had simply made a hard landing.

I had a bad feeling that something had in fact gone wrong and I became concerned that the pilot may be in distress. I immediately raced towards the plane in my 14' boat, which took at least 5 minutes at full speed. As I got closer I could see that the plane was still running and was circling in the water, tilted to one side. I then noticed that the windshield of the plane was shattered. It was at this moment that I realized that this plane had crashed and my immediate concern was the pilot's safety.

I knew that I had to get close to the plane in order to reach the pilot inside, but this was an extremely scary and dangerous situation as the plane propellers were screaming away and the plane was moving unpredictably now. I cautiously navigated my way towards the plane and the pilot stopped the engine. I pulled up towards the pilot's side of the plane but the pilot was unable to open his hatch. I then repositioned my boat to the opposite side and moved up tight against the plane which by this time was half way sunk. The water level was up over the plane's cockpit windshield. We managed to open the hatch on this side and I reached out with my arms instructing the pilot to grab onto me. He was in obvious shock but did not have any noticeable injuries. The Pilot grabbed my arms as the water began to quickly fill the cockpit and the plane began to sink rapidly. In a matter of seconds the plane sank like a bag of rocks, pulling the pilot down with it and I held on with everything I had yelling for the pilot to free his legs because the plane was going down. The pilot managed to free himself and the plane instantly sunk to the bottom of the river directly under my boat, leaving his entire body now submerged in the cold water hanging from my arms. We struggled together, and gave all of our strength to haul his body safely into my boat where he collapsed with exhaustion.

I examined the pilot for any blood or signs of trauma, asking if he was injured and insured that there were no other occupants in the plane. Thankfully there were not. My next thought was to somehow mark the plane's exact location for extraction purposes, or it would be like finding a needle in a haystack. I had to think quickly and use what was available. Luckily I found a long piece of string in my boat to which I attached my multi-tool to one end to use as a weight and then emptied a Gatorade bottle which I attached to the other end to use as a float. Unbelievable, but this makeshift device worked perfectly and the multi-tool was enough weight to hold it in place next to the sunken plane in approximately 20' of water.

I then proceeded to salvage a few of the pilot's belongings that were floating on the surface and then made our way towards the Cumberland Ferry to get to shore. When we reached shore I contacted 911 and spoke with paramedics to send an ambulance as the Pilot was complaining about sore ribs and believed that he may have broken some. The pilot was drenched and freezing and was beginning to shake. Concerned about Hyperthermia, I instructed the Man to remove his wet clothes and I gave him my dry jacket and some hot coffee which I had in a thermos, and waited for help to arrive. The pilot was taken to the hospital and I returned to the scene of the crash with Ottawa Police Officer Cst. Emond, where I remained for several hours after the incident to assist the OPS Marine and Dive Unit in locating the sunken plane.

I clearly remember the Pilot telling me that “his flying days were over” to which I replied “at least your living days are not”.

Stefan McClelland

I am pleased to report that Stefan was chosen for the “Rescue of the Year” and will be accepting his award in Toronto on Sunday January 13, 2013. This was quite an ordeal for the pilot and Stefan with a great outcome. In my book, he is a hero! What would you have done? Guy A. Ladouceur, Cdr

Christmas Dinner with Santa and Mrs Claus



Photos by Rolly Nantel

Ho ho, your Social Activities Officer with the assistance of the Commander managed to get Santa and Mrs Claus to join us for our Annual Christmas Dinner and December Bridge Meeting.

Santa was in great form but did not open his big red bag but promises to reward all good little boys and girls even a few who went off course during the year.

It was a great turn-out: Sue & Ted Baker - Walter Bilous - P/Cdr Bryan Carroll - PDC Evelyn Clue - Karen & Robin Craig - Christopher Friesen - Pierre Garneau - Terry Hamilton - Carol & Court Harkness - PDC Cathie Johnstone - P/Cdr Frank Keating - Chantal & Noah Ladouceur - Denis & Nathalie Legault - Rachel & P/Cdr Robert Morgan - Joy & Will Moyle - Rolly & Sandy Nantel - Lynn Pressacco - P/Cdr Don Tanner - Monique Vallières - Paulette Vineham. Cdr Guy was busy with shovel duty on the roof under the watchful eye on Marjorie Ladouceur.

Santa should run all our Bridge Meetings. He managed to set a new record for the shortest meeting in the history of the Squadron.

Santa and Mrs Claus had to get back to the North Pole but not before little Noah had a chance to see who was on the Naughty List. Rest assured that your secret is safe with him for now until he learns to speak!

Santa did not agree to come back next year yet but it could happen so be good till then and plan on attending the Xmas Dinner next year..... Santa may have some surprises then!



75th Anniversary Pins!

The Regalia Officer is purchasing a quantity of them to provide you with a few dollars off! They will be available soon and we will let you know when they can be obtained from the Squadron. Stay tuned!

Marine Insurance Coverage

At Cowan Insurance Group, we offer one of the largest and most recognized marine pleasure craft insurance programs in Canada. We provide insurance for a variety of types of boats, including but not limited to: runabouts, trawlers, jet boats, pontoons, sailboats, cruisers, sport boats and multimillion dollar mega-yachts.

Our tailored coverage includes the following and is exclusively endorsed by CPS:



✓ **Reducing Deductible**

CPS members receive a 10% decrease on their deductible for every claims free year up to a maximum of 50%.

✓ **Identity Fraud**

Up to \$1,000 in coverage is available.

✓ **Property Coverage**

Up to \$2,500 for CPS owned property.

✓ **Replacement Cost Guaranteed**

On boats three years of age or less in the event of a total loss (available for vessel valued up to \$500,000).

✓ **Agreed Value**

In the event of a total loss on vessels greater than 3 years of age we will pay the agreed value listed on the declaration page without depreciation.

✓ **Broad Navigational Territory**

Automatic coverage for some of the broadest navigational limits in the industry.

✓ **Partial Loss**

We pay the cost to repair or replace with material of like kind quality, without deduction for depreciation, regardless of the year of the vessel.

✓ **Replacement Cost**

We pay for loss or damage from an insured peril for full replacement cost to sails, protective covers, fabric, outboard motors and tender for a period of five years from new.

✓ **Mechanical Breakdown**

Coverage is included.

✓ **12-Month Navigation**

Year round navigation coverage unlike other policies that require a lay-up period.

✓ **Substitute Boat**

In the event of a covered loss, up to \$1,500 to charter a substitute boat.

✓ **Loss Expense Coverage**

Up to \$250 per day for up to 5 days for living expenses.

✓ **Search & Rescue Coverage**

Up to \$2,500 for search & rescue expenses.

✓ **Emergency Towing Coverage**

Coverage is included.

✓ **Navigational Electronic Equipment**

Subject to a \$250 deductible.

✓ **Resultant Damage Coverage**

Covers direct loss or damage from an excluded peril if loss results in fire, sinking, submersion, rigging failure, collision or stranding.

✓ **Latent Defect Coverage**

Coverage for resultant damage is included.

✓ **Precautionary Measures**

Up to \$500 coverage for expenses incurred while safeguarding your boat from a covered peril.

✓ **Animal, Rodent & Vermin Coverage**

Coverage is included.

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