



Ottawa Power and Sail Squadron Rideau Ripples May – Jun 2015



Ahoy from the Commander,

This will be my first ripples submission as Commander.

Not only is this my first Ripples submission as your Commander, but a new Squadron year and a new boating season have begun. I expect many of you are, like me, very grateful for the chance to get back on the water after an exceptionally long and cold winter. Many thanks to our out-going Commander Terry Hamilton for steering us so well throughout the last 2 years, and special thanks to retiring Bridge member Sue Baker who has turned over the MAREP & Safety Officer position to Ken Kendal. As you navigate your vessels through the local rivers and lakes this summer, be sure to report any discrepancies with the nautical charts you use to Ken, who will create a record and notify the Canadian Hydrographic Service.



Do you have experience operating small outboard powered boats? If you do, please consider helping the Rideau Canoe Club host a national canoe/kayak regatta in August. They need PCOC carrying operators to ferry officials and rescue people. This is not a CPS event, but it is an opportunity to demonstrate that our members are willing to assist boaters of all stripes. See the article on page 7 of this issue for more info, and contact P/C Terry Hamilton if you are interested.

Many squadrons are facing the challenges of declining memberships and course registrations, although our Squadron is faring better than many others. To combat this trend CPS National and the Rideau District are promoting a new era of cooperation among squadrons. To further this goal we will work with our District Bridge, and especially our sister squadron in Ottawa, B-RPSS, to ensure we are all pulling in the same direction. We have begun to share resources such as instructors, and there may be opportunities to collaborate on the delivery of courses that will provide potential students with more choices and less repetition. It is an opportune time to re-evaluate our course pricing structure in collaboration with B-RPSS, because starting next fall, the Catholic School Board will start charging a fee for our use of their schools.

Are you an idea person? Our Social Activities Chair, who is again P/C Terry, could use your assistance to organize events of interest for our members. This would be a good way to help your organization stay relevant, plus you get to work with a great bunch of people as a member of the Bridge, and you are eligible to take any course offered by the Ottawa Squadron, at cost. Contact myself, Terry, or our Membership Officer Guy Ladouceur to discuss.

I hope to see many of you at our Squadron Picnic on June 15 at the RCMP Campgrounds, and wish you all an enjoyable, and safe boating season

Robin Craig, CN
Ottawa Commander

Part V of Nick & Hetty Baets cruising from Sarasota to Marathon FL. (For Part I see March '14 issue, Part II November '14 issue, Part III Jan '15 issue and Part IV March '15 issue)

Thursday 19 December: It is a sunny day but as per the forecast very windy. Every morning at 0900 there is a marina chat on VHF channel 68, starting with new arrivals, then departures, announcements, questions, buy-sell-trade, and finally some trivia. The people who host the chat rotate but it becomes clear from the conversation that there is quite a group of semi-permanent boaters who spend most of the winter season here. We do go ashore but only to visit the washrooms, update messages on the internet and get a new bag of ice. I also



update my logbook and do some writing on the little laptop we brought with us. There are two massive floating dinghy docks, one to go to the office and another one further in to get to the washrooms and laundry. They even have them segregated for "hard" and "soft" dinghy's so that they don't damage each other. By making them floating nobody has to worry about tides and how much line to leave to make an allowance. People who have a car go to the washroom docks because it is located right next to the parking lot and thus easy to ferry supplies. We have dinner on board.

Friday 20 December: The one negative exception to the nice arrangements for boaters here is that the local law enforcement seems tough on enforcing that everyone sports a 360° white light while operating their dinghy after dark. In all the cruising we've done in the Caribbean and elsewhere a simple white shining flashlight would do. So off it is to West Marine and \$50 later we have a properly approved light just in case. We also buy a set of charts for the Bahamas, a Bahamian burgee and a yellow quarantine flag. We are very fortunate and have a buoy close to the City Marina facilities. The aerial shot gives a nice idea of the layout of the harbour. We were located at the bottom right. The main drag, US 1, sports somewhat of a shopping collection at mile 50. There is a Home Depot, a K-Mart, a Walgreen, a Publix, a Sandal Outlet plus many places to eat and drink. By the way, US 1 does not stand for what you'd think but means "Unified System" 1. The route was established in 1922 and runs 2369 miles from "Mile 0" in Key West all the way to the Canadian border at Fort Kent, Maine. We walk to the Publix super market at Sombrero Beach Road and stock up on groceries. It's about a 30 minute walk one-way but healthier than vegetating on a boat.



Saturday 21 December: The shortest day of the year, known as winter solstice! It is officially winter. Out here with 80 degree temperatures, palm trees and pelicans, winter seems far removed. It is unreal to watch some football game on TV taking place in Philadelphia in blizzard conditions. Supposedly the days are now going to get longer but when I examine the sunrise / sundown tables I notice every other day a minute is added to sundown but equally sunrise is also a minute later so it is a misnomer that days are getting longer; it is merely a time shift. We

follow the weather forecasts and soon realize it's not going to be easy to cross to the Bahamas.



You can prescribe to receive excellent tailor made forecasts for your area from a weather specialist by the name of Chris Barker. But alas one needs an expensive SSB receiver which we don't have. There is a bulletin board up in the marina office on which a dozen or so boats have listed the Bahamas as their next destination, all waiting for a south or west wind. They are in the same boat, no pun intended, and have to be patient. On the morning VHF chat it becomes clear nobody is leaving; we're all waiting for the north winds to subside. The gulf stream current around the southern tip of Florida bends from going east and heads north around Key Largo. In

the middle of the stream the 5 kn current has to be taken serious given that a good cruising speed is only slightly faster. A northerly wind blowing directly against this current makes for extremely unpleasant seas and every guide book strongly advises to stay put in these conditions. I make good use of the day by walking all the way to a sports bar and watch a British Premier League soccer game where Manchester City beats up on Fulham; final score 4-2. Hetty visits the local Turtle Hospital and comes back thoroughly impressed. She has taken loads of pictures, including one of a big Iguana sunbathing itself on a palm tree. I am struck by the skeleton of a turtle, never really thought of what it would look like. Fascinating to hear that you cannot teach a turtle; all it needs to know to survive is passed on to the creature at birth. Think of it, they crawl out of the egg and are on their own! Consider for a moment that humans need 20 years to be ready to face the world! Hetty cooks us a chilly dinner and we read and have tea before going to bed. The winds all day were 20kn and then some.



Sunday 22 December: US 1 is generally paralleled by Interstate 95 but that one runs more land inward. To fit in with the locals in Marathon one must drive a Harley Davidson in jeans, a cut-off T-shirt, and definitely No helmet! If you really want to be cool you drive an open Jeep; not the kind made by Chrysler, I'm talking a WWII vintage Jeep with no roof and no doors. I've seen several driven around immaculately restored to their original condition. We also see pick-up trucks drive with people sitting in the cargo hold. Life in the Middle Keys is more authentic to what it used to be than life in Key West. The latter lifestyle, once laid back and leisurely in the days of Hemingway, is "polluted" through the daily influx of large numbers of bleached tourists from North Country that huge cruise boats disgorge by the thousands. They spread out like an oil slick all over the downtown area, gawk, eat, drink and meander from store to store vying to buy the most outrageous T-shirts possible. Here, in Marathon, life is truly in the slow lane, no tourists, just some locals and a few sea salts on boats in the harbour. I figure three quarters of the boat people come here simply to overwinter, the other 25% are people like us: transients cruising to or from some destination and waiting for a weather window. Meanwhile we enjoy the scenery and the amenities. Life in Marathon's Boot



Key Harbour is easy to take. Pelicans dive bomb the local sardines making a huge splash as they hit the water. When the spray settles the pelican faces the direction he/she came flying in from. Apparently the scooping of the fish in the pouch of their lower beak slows them down so much, they neatly flip 180°. We have lunch at a relaxing place simply called "Dockside" along the harbour's east side. Pleasant enough staple fast food but in a very nice setting overlooking the water. It is a popular place and they have excellent live music every evening.

Monday 23 December: We use the time to explore Marathon for as far as our legs can manage. We get to know US 1 between mile 49 and 50 very well. Walking along the sidewalk is a bit unnerving because you walk right below a row of high tension wires making continuous seriously crackling sounds. A major find in Marathon is a Chinese restaurant called the "Panda House" with an all-you-can-eat lunch for \$7.95. The price is great and both the service and

food is superb. Very popular with the locals judging from the many cars parked out in front. We also buy some Key's T-shirts and a nice pair of Teva sandals at the so called "Sandal Outlet" store. I say so called because from what I could tell sandals at \$90 and T-shirts at \$24 reflect regular prices rather than what other outlet stores on mainland Florida charge. But, these are the Keys and everything has to be trucked in over long toll roads. At sunset I take a few



pictures of the boats on their moorings, just as skippers start to turn on their anchor light. We had chicken & rice for dinner.

Nick Baets,

Environmental Officer

!Life Without a Boat! By Sue Baker

I cannot believe that, for the 1st time in some 41 years or more, we do not have a boat. Spring certainly was different this year, no panic to clean the topsides and hull before launch, no worry about the anti-fouling paint being painted on and no worry about launch day weather.....well sort of. Ted did go down to help the new owner launch and commission the boat. And I did shampoo all the boat cushions and I did launder all the custom made bedding. Oh and we did go through all the equipment to see what to keep and what to save if we buy a land yacht. Some of the extras we don't need will go to the Squadron Picnic to be auctioned....some very nice things!

I started my boating career as a young child, with my family, when we canoed to remote camping sites in Algonquin Park and took my 1st boating course in 1974 with the Power Squadron here in Ottawa. With the encouragement of members of the Squadron, I went on to get my full certificate. They are great courses and I highly urge you all to take one more course. And then maybe one more, etc.

We mostly boated in or around Kingston, the 1000 Islands and Lake Ontario although we have enjoyed the Pacific coast from the USA border to Prince Rupert, with the highlight being the Queen Charlottes Islands – a place everyone should truly see.

We are looking forward to a summer at home so much that we have rented a houseboat (do you believe it?) for a week at the beginning of July. So do we miss the boat – not yet but do we miss the water and the camaraderie – you bet!

Have a safe and happy summer.

Good day. My name is Ken Kendall and I am the newly-elected MAREP / Safety Officer for the OPSS as well as the MAREP for Rideau District.

MAREP REPORTS

The job requires the MAREP to identify to Canadian Hydrographic Services situations and locations where CHS is lacking in providing the necessary information to mariners to prevent accident which could cause damage to boaters' vessels and / or hidden underwater structures as well as potential injuries (or worse) to mariners and their passengers.

Additionally, the MAREP is responsible for forwarding to CHS MAREP forms for appropriate action by CHS. In return, the MAREP should be ensuring that CHS acts on the MAREPS forwarded by members or determines why CHS chooses to not act on a files report.

The job of MAREP is an onerous task that requires more than one set of eyes to do the job properly. To this end, I am asking that all OPSS members help the MAREP identify errors and omissions on the charts that we use, as well as SAILING DIRECTIONS to help get these errors and omissions corrected by CHS for the safety and well-being of all boaters. All I will ask is that members locate problem areas (LAT/LONG) with a brief description of the problem(s). I will personally go out to the site to detail the problem on a MAREP form to forward to CHS for corrective action. These MAREPS will be tracked to ensure that action of some type is taken by CHS.

EXPIRED FLARES

Many different government departments are involved with the approval / transportation / use / disposal of flares and other pyrotechnic devices that we find required, by law, to be on our boats:

- Natural Resources Canada, Explosives Regulatory Division authorizes all explosives for use in Canada, as well as the licensing of manufacturers and distributors,
- Transport Canada, Marine Safety and Security authorizes the types and brands of pyrotechnic that may be used on a boat for safety purposes, and
- Transport Canada, Transport Dangerous Goods regulates the packaging and transport requirements (including training) for all explosives, including pyrotechnics, in Canada

While there is apparently a program being developed at the National level to deal with the safe disposal of expired flares, I feel that movement in this area is extremely slow - sort of like molasses in the middle of winter.

I am currently working, together with the MAREP from Britannia, on trying to set up a local program involving several marinas and stores to deal with the disposal of stale dated flares in the Ottawa area.

Once I have a semblance of a program ready to go, I will put another article out which will outline the locations and procedures for boaters to safely dispose of their stale-dated flares.

More to come in the next article.



Attention all Members,

The Rideau Canoe Club (www.rideaucanoecub.ca) is a multi water sport club that will be hosting the National Sprint Canoe/Kayak Championships this coming August (25-30)



This event will draw upwards of 2000 participants vying for a National title in many age and event specific divisions. Along with such an event our Organizing Committee requires a tremendous amount of support of which I am coordinating Water Operations.

I am calling upon your organization with a request for "Boat Operator Carded" volunteers that may be interested in helping us during the week of Aug 25-30. Each day we will have a minimum 13 boats (small 14 foot 9.9HP runabouts) that will be used for officials following each race, as well as Safety boats assisting participants who may fall in and the likes.

We host many races starting in June through Aug and would like to invite any interested members to come out and see what we do and provide some general training in how we operate during a regatta.

Volunteers would be expected to do a minimum half day shift as we don't have the ability to stop racing once that day starts. Races take place every 3 minutes from 8AM til 5PM. It's a very dynamic and exciting activity to take part in.

I am hopeful we might have one lead person from your organization which could be the GOTO person and we could arrange some discussions/training for interested members.

Bob Rainboth

Course operations coordinator (Rideau Canoe Club)

The Contact person at the Ottawa Squadron will be Terry Hamilton, if you are interested in volunteering. ; sassyjody@rogers.com

Here is what one of your Squadron member says:

I do wish some of the boaters would be more conscious of my shoreline when they are boating on the Rideau. Policing is not very visible & so many boaters do not pay attention in the no wake zones, thus damaging the shores on this river.

I have reported this to the RVCA but not much is being done about it.

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The advertisement features a background image of a lake with a forested shoreline. In the center, there is a stack of white operator cards. The top card is titled 'Pleasure Craft Operator Card' and 'Carte de conducteur d'embarcation de plaisance'. It displays a card number '176 573 BOA', an expiration date '2008 04 25', and a name '1965 06 11'. A green starburst graphic highlights the price '\$7.50 PER CARD'. The CPS-ECP logo is visible on the left side of the card stack. At the bottom of the card stack, it says 'Canadian Power & Sail Squadrons' and 'Escadilles canadiennes de plaisance' along with the 'Canada' logo.

TRAINING COURSES OFFERED

Courses	Season	Dates Offered		Weekday	Location
		Start	Finish		
Boating Basics	2015 Spring	13 May	27 May	Wed	North Gloucester Library
VHF – Maritime Radio	2015 Spring	20 May	3 Jun.	Wed	St. Patrick’s High School



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TRAINING COURSES INFORMATION



MARITIME RADIO COURSE

Prerequisite: none

Course Duration: 3 two-hour weekly sessions

Course Price: Non-Member \$70.00 and CPS Member \$70.00 - **VHF DSC only:** \$50.00 - **VHF Manual (no exam):** \$25.00 - **Maritime VHF Radio Home Study:** \$45.00

Payment: Payment at the National site is by credit card only.

COURSE DESCRIPTION:

The Maritime Radio course teaches emergency radio procedures and everyday operating techniques. Learn all about the uses of marine radios, choice of frequencies, operation, phonetic alphabet, procedural words and phrases, as well as Digital Selective Calling and the Global Maritime Distress and Safety System, (DSC/GMDSS). All mariners, including recreational boaters, will want to take advantage of the many features and capabilities of this innovative form “automatic” radio. Secure your lifeline. Be sure that you and your family take the Maritime Radio course.

This complete package with CD, and the new Digital Selective Calling, will prepare you for the Restricted Operator Certificate (Maritime) with DSC Endorsement exam. To operate a maritime radio, you need the certificate. It's the law!

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BOATING BASICS (PCOC) THE OPERATOR CARD COURSE

Prerequisite: none

Course Duration: 3 two-hour weekly sessions

Course Price: \$60.00 and \$50.00 for students – Exam Only \$30.00

ONLINE
<http://pcoc.cps-ecp.ca/>

Payment: Payment at the National site is by credit card only.

COURSE DESCRIPTION:

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***If you have any questions or concerns, please contact the Training Officer:
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