



Ottawa Power and Sail Squadron

Rideau Ripples

Sep – Oct 2015



Ahoy from the Commander,

What a great weather we had this summer! It helped to make up for the brutal weather we endured last winter, but now it is time for most of us to lay up our boats once again.

The Canadian Sprint National Canoe and Kayak Race Championships were held last August at Mooney's Bay, hosted by the Rideau Canoe Club. I served as one of the volunteer boat drivers for the officials for one day, and thoroughly enjoyed it. There were hundreds of athletes from across Canada competing, some with international reputations including Olympic medals. I was very impressed by the speed with which they could propel their paddle boats, especially the 4 person canoes and kayaks. I had to quickly accelerate the 9.9 HP motor on the official's 12 ft aluminium boat to keep with them!



Now is a good time to consider taking a new course this winter or spring, or to sit in on a course you have previously taken, but could use a refresher on. Our full list of course offerings for fall, winter and spring is available online at boatingcourses.ca. Under Course Locations click on Ontario, then Ottawa to see the list which includes Britannia-Rideau's offerings as well as ours. We encourage all members to monitor any course they have previously taken for free. It is a valuable service for you, but it also provides for more questions and sharing of experiences during the course, which makes it livelier and more interesting for the new students as well.

We offered a Boating Essentials course this fall but with only 2 registrations we did not go ahead with it. The next one is scheduled to start in January. Since we are now being charged for classroom time by the Catholic School Board, we have restructured our course pricing so that we need at least 5 students to hold a course and break even on costs. We do have the new Introduction to Weather for Recreational Boaters course running now with 7 students. Our long time weather guru John Harrison has taken his well-deserved retirement from teaching, so this new course is being taught by Robert Dandurand. Robert is the Britannia-Rideau Squadron Commander, and is a dual member of both B-RPSS and OPSS.

The CPS National Conference and AGM is in Niagara Falls this year from October 22 to 25. Our squadron will be well represented there by Court Harkness, Guy and Marjorie Ladouceur, Terry and Linda Hamilton, Nancy Richards, Cathie Johnstone and Jim Macleod, and my wife Karen and I, and there may be others. Some of our members are wearing more than one hat as they are District and National Officers as well. We encourage all Bridge members to attend at least one National Conference during their tenure, and the Squadron covers their costs. Bridge members are also granted one free course of their choosing, something to consider if you are thinking of volunteering as a Bridge member, and we are always looking for new Bridge members.

Be safe, and keep well!

Robin Craig, CN

The 2015 - 2016 Bridge

Squadron Commander	Robin Craig, CN
Immediate Past Commander	Terry Hamilton, <u>JN</u>
Executive Officer	Court Harkness, <u>JN</u>
Admin Officer	Christopher Friesen
Financial Officer	William Moyle, <u>JN</u>
Educational Officer	Court Harkness, <u>JN</u>
A/Educational Officer	Axel Obenauf, <u>JN</u>
A/Educational Officer)	Richard Gregory
A/Educational Officer (VHF Radio)	Peter Dalton, S
Communications Officer	Nancy Richards, S
Environmental Officer	Nick Baets, CN
MAREP & safety Officer	Kenneth Kendall
Mailing Officer	Marjorie Ladouceur
Membership	Guy A. Ladouceur
Public Relation / Marketing Officer	Donald Partridge, <u>AP</u>
Regalia	Joy Moyle, <u>JN</u>
Rideau Ripples Editor	Philip Harris, N
Secretary	Chantal Ladouceur
Social Affairs (Committee Chair)	Terry Hamilton, <u>JN</u>
Webmaster	Philip Harris, N

*_**

Squadron Examiner	Court Harkness, <u>AP</u>
Squadron Financial Review	Don Tanner, CN

Why not help your Squadron and volunteer as Bridge Member or assistant!

Squadron Mailing Address

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

Cdr Robin Craig
(613) 489-2202

Squadron Events Calendar

- **Nov 05, 2015 – Bridge Meeting** - Louis Steak House 1682 Cyrville Rd. - Louis Steak House 1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.
- **Dec 03, 2015 – Bridge Meeting & Xmas Dinner** - Louis Steak House 1682 Cyrville Rd. - Louis Steak House 1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.
- **Jan 07, 2016 – Bridge Meeting** - Louis Steak House 1682 Cyrville Rd. - Louis Steak House 1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.
- **Feb 04, 2016 – Bridge Meeting** - Louis Steak House 1682 Cyrville Rd. - Louis Steak House 1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend

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CPS-ECP
National Conference
October 20-24, 2015

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

Terry Hamilton (613) 824-1362
Social Activities (*Committee Chair*)

If you have any ideas or a topic for an Information Night, please drop me an e-mail social@cps-ottawa.com and we can work together to make it happen!

Mark your calendar to attend the Xmas Dinner 03 December.

Part VI 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, Part IV March '15 issue and Part V May '15 issue)

Tuesday 24 December: The day before Christmas we see a dingy looking boat approach us and tie up alongside Solitude. I'd nearly forgotten but just in time I realize this must be the diver we arranged to clean our bottom a couple of days ago. Before he starts I ask him to poke one of our through-hull valves clear. The outlet of the aft sink is plugged and with a big grin he magically conjures up a long metal poke and goes to work. With a bit of help from the inside we manage to unblock the sucker. Our diver is appropriately named "Barnacle Bill"; he spends an hour rubbing and scrubbing and we give him a generous check for his effort. I feel a little bit guilty because Bill looks a lot older than me and is sweating profusely in his dive suit heavily covered in sea weed. At Publix we do our final shopping for a special Christmas dinner. We have to be back in Sarasota by January 17 when I am giving a speech on "Sailing in Norway" plus the weather considerations make us realize that we better turn around and start heading north again soon. Even if we make the Bahamas we would have the same predicament coming back. We pull Solitude along the dock of the City Marina and fill up with 45 gallons of water. Easily sufficient to get us all the way back to Sarasota. We also charge our laptop and cell phone on shore at the internet desks for cruisers.

Wednesday 25 December: On Christmas day we get dressed; the best we can do is me a green t-shirt and Hetty a red one. Not much of a concession but it will have to do. I don't think we've ever had a Christmas like this. We call the children and grandchildren. Amazing how one can reach vast distances around the globe with a tiny cell phone from the middle of a harbour while lying on an anchor buoy in a nowhere bay. The verdict is lots of presents and lots of candy according to an excited Max (4) and Ryker (2), our youngest grandsons. The latter is actually understandable on the phone, an improvement over 3 months ago. I make a quick trip ashore to check the loo and get some ice. On the way back someone was waiting to nail me with a camera. Hetty makes a real Christmas dinner colour wise with red and green peppers, turkey and fried potatoes.



Thursday 26 December: The day of our departure arrives with shower upon shower dousing us starting at midnight. Before we leave on our return trip I do a last check of the oil level in our Yanmar diesel. Looks plenty and clean. At 0900 Hetty lets go of both our buoy lines and we slowly motor out of Boot Key Harbour. After two new boats announce their arrival on Ch. 68 we bid farewell to those listening to the morning VHF marina chat and they wish us safe travels in return. Then we switch back to Ch. 16. Let's hope most of the rain is gone. We slowly motor out of the Boot Key harbour and take a

few last pictures of this wonderful place. Once out of the channel we raise both sails, turn off the engine and head for the hump in the 7 Mile Bridge to get back north of the Keys. An hour later, as we pass under the bridge I see a brilliant manta ray jump clear out of the water ahead of me. His gleaming white bottom is vividly visible before diving back into its element. Not long thereafter we hear a boat "Starfish" call the US Coast Guard on Channel 16 with a "mayday, mayday, mayday" report. It turns out (we could follow the whole development on VHF) that Starfish, a motorized catamaran with 22 people on board, has lost a snorkeler while anchored at the Sombrero shoal. It concerns a thirty year old male, 5'-10", who was snorkeling in an orange vest with two friends and suddenly disappeared. What a drama so early in the morning. In the end they sent divers out to try and find the poor man. Later I happen to find a picture of the unlucky "Starfish" pontoon boat on the internet. Right in front of the Sombrero light house. Anyway, life goes on; we keep heading straight north in the Moser Channel until we hit



the 3 mile limit. From there we set a course of 340° aiming for the Cape Romano Shoals some 70 miles away. With a 15-16kn wind we are doing very nicely just making a slight jog after the 3rd marker. Hetty makes coffee and we're heading straight for the Bullard Bank marker. In the next while we meet two huge triple-decked motor cruisers complete with TV dome antennas heading south. No doubt they are aiming for the same raised section in the bridge we'd just passed under. When we reach deeper waters the wind picks up and we are heeling 20°; the port porthole is completely submerged and you can see the greenish water rush by from the salon. The numerous crab pot buoys are a nuisance because every minute we have to stop the Autohelm and manually take evasive action. We have a sandwich lunch and a bit later, around 1400, a good size fish boat comes roaring up towards us making a huge bow wave. Close to us it makes a big loop and stops dead in the water. We can see them picking up one crab pot at a time with a flock of seagulls hovering behind the boat waiting for scraps. They clearly know the drill. By this time we have lost sight of any sign of land and all that remains of the Keys is a long strip of clouds that follows the string of islands in a perfect shallow arc. Sundown for our location is 1742, and as the sun disappears, I note that moonrise isn't until 0200. Our ETA for the Cape Romano Shoals is 0150 so we will be sailing in pitch black for a while. I adjust our heading to 345° to make sure we miss the shoals, wind is down to 9kn but we are still doing 5kn so we're not complaining. At 1900 we start our little generator and Hetty prepares a noodle dinner in the microwave, what a luxury. After dinner I go for a snooze and at 2200 take over watch from Hetty. Somewhere unnoticed it turns to **Friday the 27th**. Distance to Cape Romano is 13nm and I can clearly see Orion's stars rising low on the eastern horizon. After we reach



the southernmost shoals we turn north, the wind picks up again and we are doing a respectable 7kn. As usual, every two hours we switch watch. The moon becomes faintly visible behind a veil of clouds, albeit an hour after moonrise but all that's left of it is a banana sliver lying on its back. I watch the waves curl over as they pass and their white top edges convert into a continuous field of bubbles hissing as they spread out and then disappear behind us.

At 0345 we pass the lights of Naples and the Coast Guard keeps repeating a "Security" message on the VHF of a sighting of three orange flares 10 miles west of Sun Pass. Around 0630 we see the welcoming first signs of daylight and at 0705, close before sun up, we reach our last waypoint of the Matanzas Pass. Our timing has been perfect! We furl our sails and head into the Ft. Myers Beach basin. As we motor in we see an Island Packet motor out and recognize "Kismet". Not long thereafter we tie up to buoy #13 and can take a breather. To our surprise we see Kismet return and pick up an empty buoy behind us. Around eight in the morning we both lie down for some sleep and don't wake up till noon. We are almost back where we started from.

Saturday 28 December: Saturday morning; we listen to the 8 o'clock NPR news on 90.1 FM, our single connection to happenings going on in the rest of the world. After yesterday's sail things had gotten a bit rough. There was not one egg left intact in the fridge. So Hetty improvises and



we have scrambled eggs on toast. Later on in the morning I go to see the skipper of "Kismet" and he explains that not long after leaving his engine started to overheat and they decided to return. Turns out they were on buoy 13 all paid up till the end of the month. I feel bad that we have taken his buoy and give him a bottle of



wine as a token of cheer. He could really use it as he'd also broke his sun glasses yesterday and ripped one of the jib sheets. Incidentally "Kismet" means fate or fortune, a Turkish derivative from the Persian Qismet. A 30ft sailboat behind us is one of several boats without an owner present. We notice a keenly observing osprey whose habit was to comfortably settle in the spreader of this boat with its catch to surgically dismantle and consume the whole fish, taking up to one full hour. Meanwhile a crow would sit on the other side of the spreader and pester the osprey enticing him to give up the fish. Sometimes a whole flock of crows would settle in the masts of surrounding boats and make a collective "caw-caw-caw" racket as only crows can do. But, give the osprey credit, it never blinks an eye and could not be bothered with the crows in the least. We never thought much of this spectacle until today. We go ashore, Hetty to do some groceries at Publix and me to update correspondence on our laptop at the Matanzas Inn; our only 110V outlet. Meanwhile, the crows have evidently selected Solitude's mast and rigging as perch for their daily routine to collectively jeer at the osprey. Upon our return we find every square inch of our deck covered in crow poop. It takes an hour to clean up the mess. Hetty makes a lovely steak dinner and we do some reading until the Key West Express returns signaling bed time.



Sunday 29 December: A grapefruit, fried egg and toast breakfast is followed by a washroom run to shore by me in the morning. Yesterday we had arranged to meet Ron & Shannon at Salty Sam's for lunch. They are former neighbours from us at our cottage in Canada. However, later today they are expecting Dennis and Chris, another couple from near our cottage. They do not

want to run the risk of them arrive and find a locked door. So Ron comes alone and we have a pleasant lunch surrounded in the lovely but wildly decorated "Parrot Key Caribbean Grill" restaurant. When we motor over in the dinghy we have to sneak in behind the "A" dock and a thick growth of mangroves. These are normally full of water birds protesting heavily against our intrusion. Some scream like kitchen maids, especially the green heron makes a meal of it. They raise the feathers on the back of their head and fly away making horrible noises. Afterwards he drives us all the way to their recently acquired home in North Ft. Myers. The distance to their place is much longer than we expect; it takes Ron close to an hour to drive us there. We feel bad because we realize this means he will have to make the same trip to get us back. But we have a relaxing time, go for a pleasant walk and finally at a quarter to six Dennis & Chris arrive. In hindsight Shannon could have easily joined us for lunch. The party is complete when Pat, the neighbour, also shows up and we have a lively discussion about anything and everything. Pat happens to have a very healthy fruit tree in her backyard that sprouts big yellow grapefruits. Alas, they go to waste because nobody in the neighbourhood likes them. I fess up that at a previous visit we had taken a grapefruit that we'd found on the ground and it actually tasted vary nice. Right away Ron pulls me out of my chair and hands me a flashlight as we head out to Pat's yard. Without the slightest hesitation he climbs the tree and while risking his life picks two of the biggest grapefruits you've ever seen. He hands these monsters, the size of a soccer ball, to me and we head back with our loot in the dark. Pat talks about her family and her love of cruising; the other kind, on monster ships where you do nothing but lounge, eat and drink.

Nick Baets,

Environmental Officer

MAREP / Safety Corner

Ken Kendall
MAREP / Safety Officer - OPSS
MAREP / Safety Officer - Rideau District

THE LAW

When you go out on your boat, do you carry all the necessary documents to satisfy the requirements of the *Charts and Nautical Publications Regulations of the Canada Shipping Act*?

Do you carry with you the following materials:

- 1 - the most recent edition of a chart that is issued officially by or on the authority of the Canadian Hydrographic Service and
- 2 - the most recent edition of
 - a) - the reference catalogue**
 - b) - sailing directions, published by the Canadian Hydrographic Service
 - c) - tide and current tables, published by the Canadian Hydrographic Service
 - d) - lists of lights, buoys and fog signals, published by the Department of Fisheries and Oceans
 - e) - where the ship is required to be fitted with radio equipment pursuant to any Act of Parliament or of a foreign jurisdiction, the *Radio Aids to Marine Navigation*

**reference catalogue, in respect of an area to be navigated by a ship, means for waters under Canadian jurisdiction, the *Catalogue of Nautical Charts and Related Publications*, published by the Canadian Hydrographic Services.

All of those magic words in the last two paragraphs come from the *Charts and Nautical Publications Regulations of the Canada Shipping Act*.

“LOCAL KNOWLEDGE”

If you do not have all of the above on board your boat, the Regulations require that you have “local knowledge” of the waters where you are operating.

Do you know if all the navigation buoys are in the right place, where the shoals and underwater obstructions are, where the underwater cable and pipelines are situated.

If you don't have the “local knowledge” of the waters where you are operating, you could end up grounded or worse, or drop an anchor and rip open a natural gas pipeline - boom.

OTHER SOURCES OF INFORMATION

Unfortunately, the time to proceed from local knowledge to a filed MAREP form to a NOTMAR can be quite lengthy. While the law identifies certain requirements and local knowledge might provide other information, you might want to look at other sources if information to make your trip safe.

The Canadian Coast Guard **NOTSHIP** site can be used to obtain up-to-date information about the waters where you are operating. In some cases, reports can be less than 24 hours old.

Additionally, you may want to look at interactive cruising guides on the internet to provide missing information - unidentified obstructions information on marinas, good anchorages en route, etc.

GOOD AND SAFE BOATING - Ken

Students Who Passed Our 2014-2015 Term Courses

Boating Essentials Fall 2014

BOLOTENKO, George
BOUCHER, Barbara
CHYPYHA, Michael
EVANS, Rhonda
FOOTE, Lloyd
FORTIN, Dan
GRANNARY, Terri
GUILTE, Bernard
HUTCHINSON, James
KENDALL, Ken
LAVALLEE, Roger
LEVERT, Sylvain
SMITH, Allan
SMITH, Dorothy

Certificate

879614BOL
879751BOU
879750CHY
879354EVA
879818FOO
878560FOR
878965GRA
878729GUI
880154HUT
879433KEN
879914LAV
879275LEV
879747SMI
879748SMI

Boating Essentials Winter 2015

HARRIS, Bruce
KNOX, Penelope
KRYWULAK, Mary
MALMBERG, Stephen
RACINE, Lees
RACINE, Mark
SAIGLE, Kenneth

Certificate

880941HAR
875144KNO
882449KRY
881639MAL
881717RAC
881716RAC
875146SAI

Boating Essentials Spring 2015

HEIGHTON, Pelly

KRTEK, Gabrielle A

LE MAREC, Eric

PETRY, Shirley

THORNER, Mike

UPTON, Deryk

WIELGUT, John

Certificate

881705HEI

883621KRT

883152LE

883953PET

884208THO

881706UPT

883952WIE

Advanced Piloting

BOWN, Sterling

Certificate

Seamanship

GREEN, Kevin

GUTE, Bernard

KENDALL, Kenneth

LEPAGE, Pierre

Certificate

Junior Navigation

HAMILTON, Terry

HARKNESS, Court

MOYLE, Joy

MOYLE, Will

OBENAUF, Axel

Certificate

048313HAM

726828HAR

527279MOY

169521MOY

0889050BE

TRAINING COURSES OFFERED

Courses	Season	Dates Offered		Weekday	Location
		Start	Finish		
Boating Essentials	2016 Winter	13 Jan	23 May	Wed	St. Patrick's High School
VHF – Maritime Radio	2016 Winter	13 Jan	23 Jan	Wed	St. Patrick's High School
Advance Piloting	2016 Winter	21 Jan	22 Apr	Thu	St. Patrick's High School
Seamanship	2016 Winter	06 Jan	13 Apr	Wed	St. Patrick's High School
Boating Essentials	2016 Winter	24 Feb	04 May	Wed	St. Patrick's High School



Ottawa Power & Sail Squadron

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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:

All operators of motorized pleasure craft are required to show proof of operator competency. All you need to know for the Transport Canada test is presented in an easy to read format that is both informative and entertaining. You can be confident that this study guide meets all the standards established by Transport Canada’s Office of Boating Safety.

As an extra benefit, if you pass the test offered by Canadian Power & Sail Squadrons, your Card is recognized by BOTH Transport Canada and The National Association of State Boating Law Administrators (USA). You may contact Canadian Power & Sail Squadrons to locate a testing facility in your area.

**One year complimentary associate membership upon passing*

***If you have any questions or concerns, please contact the Training Officer:
Court Harkness at trainingofficer@cps-ottawa.com.***

***You can view all our courses and register at:
<http://www.boatingcourses.ca>***

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