



# Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

## From the Commander's Helm Station:



The boating season is here and most, if not all, boats are in the water and I'm sure most of you have already been on the water enjoying the warmer weather we are now experiencing.

As mentioned in my previous message the National AGM and Conference will be held in Ottawa this year and it will be an anniversary of 80 years of service by CPS-ECP to the recreational boating community. The Ottawa squadron has 66 years of service to the local boating community. The planning of this event is headed by the Past Commander of the Rideau District, Guy Ladouceur. This committee has been working diligently to provide a top rate event for the CPS membership. The work of this committee is ongoing and won't be finished until well after the event.

We are looking for volunteers for this event, so please consider this opportunity. Why not volunteer for a day and be part of the event and see what goes on at a National Conference. You will meet members from all across Canada and you can learn what it is like to boat in their part of the country. If you are interested, you can get in touch with Guy at [PastCdr@rd-cps.ca](mailto:PastCdr@rd-cps.ca).

To maintain the health of the squadron it is essential that we become very good at marketing our courses

and memberships. On the courses front we have been developing the online courses and the National Education Department is also working on the development of seminars so we can offer meaningful but shorter duration courses. An online study guide for the Maritime Radio course is being developed for the use of classroom students and self-study students who wish only to challenge the exam. This is essentially a replacement of the CD in the kit. Membership is developing strategies to attract new members and to retain existing members as well. As a membership we can do our bit by word of mouth, by talking with your boating neighbours and encouraging, those who are not members to join and enjoy the benefits of being a member. Also, encourage your friends to get the RVCC safety checklist done. It is an important safety measure and it's free.

Finally, the squadron picnic was June the 18<sup>th</sup>, some 70 individuals showed up. To those 70, I hope you had a good time and enjoyed the good food and the chance to catch up with friends. To everyone, mark your calendar to attend next year's picnic on June 17<sup>th</sup>, 2019.

Enjoy your summer and happy and safe boating.

Court Harkness  
Squadron Commanding Officer

## **The 2018 – 2019 Executive Committee**

Squadron Commander	Court Harkness, JN
Immediate Past Commander	Robin Craig, CN
Executive Officer	Tom Beaver, S
Financial Officer	William Moyle, JN
Educational Officer	Axel Obenauf, JN
Membership Officer	Terry Hamilton, JN
A/Membership	Joan Feltham, AP
Secretary	Robert Dandurand, P
Communications Officer	Vacant
Public Relations / Marketing	Bruce SD Harris, JN
A/ Public Relations / Marketing	Donald Partridge, AP
Regalia/Mailing Officer	Marjorie Ladouceur
Rideau Ripples Editor	William M. Hall, P
RVCC / Safety Officer	Bruce SD Harris, JN
Social Affairs (Chair)	Guy A. Ladouceur
A/ Social Activities	Venetia Moorhouse, S
A/ Social Activities	Chantal Ladouceur
Webmaster	Robin Craig, CN
Squadron Financial Review	Michael Crawford

### **Squadron Mailing Address**

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Cdr Court Harkness  
(613) 825-2150

**Please check the website for updates and latest information:**

[cps-ottawa.com/events.html](http://cps-ottawa.com/events.html)

Guy A. Ladouceur (613) 824-9490  
Social Activities (Committee Chair)

You have any ideas or a topic for an Information Night, please drop me an e-mail [social@cps-ottawa.com](mailto:social@cps-ottawa.com) and we can work together to make it happen!

## **Squadron Events Calendar**

**September 06, 2018** - Executive Committee Meeting - Verona Pizza House 1682 Cyrville Rd. Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.

**October 04, 2018** - Executive Committee Meeting - Verona Pizza House 1682 Cyrville Rd. - Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.

**October 16-21, 2018** - CPS-ECP National Conference and AGM in Ottawa, Ontario. Register Early!

**November 01, 2018** - Executive Committee Meeting - Verona Pizza House 1682 Cyrville Rd. - Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.

**December 06, 2018** - Executive Committee Meeting - Verona Pizza House 1682 Cyrville Rd. - Informal dinner at 1800 hrs, meeting starts at 1900 hrs. All are welcomed to attend.

*Please keep in mind that Commander Harkness is in conversation with Santa Claus to see if he and Mrs Claus can attend again this year for a special evening. More to come in the following months.....*

**Merit Marks**

*“Volunteering is a fundamental building block of civil society. It brings to life the noblest aspirations of humankind — the pursuit of peace, freedom, opportunity, safety and justice for all people... volunteering is an essential element of all societies.”*

*(Universal Declaration on Volunteering adopted by the National Association for Volunteer Effort, 2001).*

It is no secret that many of our Squadrons are having a hard time recruiting volunteers. The future of our organization is at risk because they haven’t found a way to encourage more members to volunteer. Volunteering with this organization does not mean that you commit yourself to enormous amounts of hours of your time. The following individuals donated as little as 20 hours (*though most did much, much more*) to obtain a Merit Mark. On occasion (*Recreational Vessel Courtesy Checks, Flare Day, Ottawa Boat Show, etc.*), helping out for 2 or 3 hours would be a tremendous help to achieve our goals. Don’t think of volunteering as an obligation but as a constructive, satisfying,

past time. We thank all our volunteers.

**2018 MERIT MARK RECIPIENTS**

- Joan FELTHAM.....38
- Paul WEISBROD.....37
- Linda HAMILTON.....35
- Cathie JOHNSTONE.....33
- James MACLEOD.....29
- Frank KEATING.....28
- Robert B MORGAN.....28
- Brian CHEADLE.....27
- Walter BILOUS.....25
- Terry HAMILTON.....25
- Wicher BAETS.....24
- John H BELL.....20
- Venetia MOORHOUSE...20
- William HALL.....19
- Rolland NANTEL.....19
- Robert DANDURAND....18
- Bryan A CARROLL.....16
- Monique PELLAND.....16
- Steven HIGHSTEAD.....15
- Valerie E HUME.....14
- Robin CRAIG.....13
- Philip S HARRIS.....13
- Guy A LADOUCEUR.....13
- Marjorie LADOUCEUR..13
- Rachel MORGAN.....13
- David ROOT.....13

- Bert DE VRY.....10
- Donald PARTRIDGE.....9
- Nancy RICHARDS.....9
- Thomas BEAVER.....8
- Peter DALTON.....8
- Axel OBENAUF.....8
- Court HARNESS.....7
- William R MOYLE.....7
- Christopher FRIESEN.....6
- Chantal LADOUCEUR...6
- Ernie G MARKOSKY....6
- Brian GUIMOND.....4
- T Peter HANNAH.....4
- Bruce SD HARRIS.....3
- Louise CARON.....2
- Karen CRAIG.....2
- Stephen PETRUSKA.....2
- Carol HARKNESS.....1
- Carol MACLENNAN.....1
- Lynda OBENAUF.....1

**Quoting a sailor**

*“Money cannot buy happiness, but can buy you a yacht...”*

*And I’ve never seen a sad man on a yacht.”*

**Hugh Hefner in the 70s**

## A voyage through time at the Iroquois' Doran Bay Model Boat Museum

*By Christine Ouellet  
Media Coordinator,  
Stormont Yacht Club  
& Cornwall PSS member*

I recently discovered a gem not very far from home that will certainly interest miniature boat lovers and people fond of history: the Doran Bay Model Ship Museum. To get there, you can drive down to Iroquois, or you can sail to it on the St Lawrence River and anchor at the museum's dock.

Bert Cunningham, the owner and founder of the museum, and his wife Simla, will greet you and tell you the story that led to the creation of the museum in a beautifully restored 1880s home in Iroquois along the St Lawrence. A major event took place on the grounds of his property: a meeting was held, that was to prove to be a decisive moment in the Crysler battle and the pursuit of the war down the River and for the American Army's plan to invade Montreal. An interesting fact for archaeologists is that the floor of the log home where the council meeting took place is located under the actual house that serves as the museum, thus giving the building an historical value. The Museum collection has two British gunboats from that period. One is on loan/display at the Aquatarium in Brockville (HMS Caustic) and one at Fort Wellington (HMS Radcliffe).

Through the stories of their collection of 125 miniature ships,

of which 44 are on display, you will relive the epic battles that have taken place along our coastal waters and elsewhere around the world.

Bert's collection is rich and can be divided into four categories: Ships of world discovery, Tea Clippers, 16<sup>th</sup> and 17<sup>th</sup> Century Capital Ships, and Ships related to the American Revolution and the War of 1812. It traces not only the history of sailing ships from around the world, but it shows the important role ships and sailing have played in the evolution of mankind through the exploration, establishment and preservation of the new world and new territories.

The museum's collection offers a neat window into a particular slice of time. Nine warships of the war of 1812 are on display: four of which are from the Royal Navy: HMS St Lawrence, HMS Prince Regent, HMS Shannon, HMS Nancy, and five of which are American ships: USS Lawrence, USS Niagara, USS Constitution, USS Scourge, and USS Hamilton. An interesting fact is that due to numerous natural obstacles to navigation on the Great Lakes and the St Lawrence River, ships had to be built in the area where they would be launched, battle and sail and so these ships would only serve a specific location and have restricted purposes.

Before starting the building of a 1/64 scale miniature, Bert would order the ship's plans from the London Royal Museum, which are kept for each ship built by the Royal Navy. Using the plans provided, the construction of the miniatures could take a team comprised of a half dozen

specialized artisans up to six months to complete.

I found the story of some of these ships so amazing that I would like to present them to you: The HMS Lawrence, the HMS Shannon that fought in the 1812 war and the famous and beautiful HMS Victory.



### **HMS St Lawrence**

The one of a kind HMS St Lawrence was launched in the fall 1814 on Lake Ontario, it was the largest fighting ship built by the Royal Navy. It was built within 10 months in a shipyard across from what is now Fort Henry in Kingston. In order to complete the project so quickly, all kinds of wood and rigging would be used and some stripped from other ships. It was commissioned to assert the Crown's superiority over Lake Ontario and it was so impressive that it served as a deterrent to the enemy, especially after an unsuccessful attempt to destroy it with a mine made out of a keg filled with gun powder.

The St Lawrence had an estimated crew of 700 to 800 men on board. It measured 59.18 m long, 16.03 m beam and weighted 2,304 ton. Its armoury was impressive: it had 112 cannons and long guns distributed on three rows. The absence of a quarterdeck gave it

the appearance of a “spar-deck frigate”.

It only served a few weeks as its arrival coincided with the end of the naval battle and the end of the war in 1815, it was a treaty condition that the HMS St Lawrence had to be decommissioned, its mast cut off and its cannons rendered “Ordinary”.

After the war, the vessel was laid up and was eventually sold in 1832 to private interests. The ship was towed outside of the bay and eventually sunk. Its resting place is now a recreational Parks Canada dive spot.

Sources:

[militaryhistorynow.com/2013/08/16/3665/](http://militaryhistorynow.com/2013/08/16/3665/)

[en.wikipedia.org/wiki/HMS\\_St\\_Lawrence\\_\(1814\)](http://en.wikipedia.org/wiki/HMS_St_Lawrence_(1814))



## HMS Shannon

The HMS Shannon was a British Leda-class frigate that had a very impressive track record with numerous victories: the HMS Shannon and Captain Broke took at least 15 ships as prizes during her first seven years of service. She was launched on May 6<sup>th</sup> 1806 and served in Europe during the Napoleonic war, where it sailed from north of Greenland to the mid-Atlantic coast, then was sent

to North America to fight in the 1812 war.

Her most famous war prize was from 1813: the capture of the Chesapeake from Captain James Lawrence in a bloody battle that took place 37 km east of Boston between Cape Cod and Cape Ann. Bert pointed out that Broke sailed in Boston harbour and sent a most interesting war note to Lawrence, challenging him:

*“As the Chesapeake appears now ready for sea, I request you will do me the favour to meet the Shannon with her, ship to ship, to try the fortune of our respective flags. [...] We have both noble motives. You will feel it as a compliment if I say that the result of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced that it is only by repeated triumphs in even combats that your little navy can now hope to console your country for the loss of that trade it can no longer protect.”*

This very fiery engagement lasted less than fifteen minutes.

The prized Chesapeake was taken back to Halifax and its crew made prisoners. Broke survived while the British buried Lawrence in Halifax with full military honour. The Chesapeake was repaired and became part of the Royal Navy and it was eventually sold in Portsmouth in 1820. As for the Shannon, she was immortalized

recently as the Canadian mint printed a coin to its effigy.

*Sources: Allen, Joseph (1882) Battles of the British Navy, Vol. 2. H. G. Bohn, London, pp 424–31*

[en.wikipedia.org/wiki/HMS\\_Shannon\\_\(1806\)](http://en.wikipedia.org/wiki/HMS_Shannon_(1806))

[thecanadianencyclopedia.ca/en/article/hms-shannon/](http://thecanadianencyclopedia.ca/en/article/hms-shannon/)



## The HMS Victory

The HMS Victory was launched in 1737, and measured 53 m, 15 m at the beam and carried 100 guns with a complement of 900 men. It became famous for the Trafalgar Battle in the English Channel, where Admiral Nelson was killed.

It sunk in 1744, probably running into the Casquets with some of its remains found in Jersey Alderney. It was the last three-decker to carry bronze cannons, with ships eventually being outfitted with cheaper iron-made weapons.

I could go on and on about Bert and his incredible miniature ships, however, words can only scratch the surface of the work and the passion; spending time gazing at the ships and listening to Bert recount the stories of each piece is well worth a visit to this amazing museum; it's a unique occasion to step back and relive an era of naval history.

You can find more information such as directions and opening hours on their site at: [doranbayresort.com](http://doranbayresort.com)

The information for this article comes from an interview with Bert Cunningham and further research on web sites.

## Awards and Appointments



*Terry Hamilton (at left) receives, after taking the pledge, his District Commander's pennant from National Executive representative Don Macintosh at the District AGM.*



*Venetia Moorhouse (at left) was recognized as a new Life Member at the District AGM and received The Joan Felthman Trophy as Volunteer of the Year from Joan.*



*The Stirrer Upper Award is presented by Past District Commander Bryan Carroll to the Rideau District member who best exemplifies unique and exceptional thinking and action to the benefit of CPS-ECP. This year's recipient is David Root (at right) of OPSS.*



*A well attended Squadron AGM at Verona's Pizza House.*



*Congratulations to our Tom Beaver for his nomination as National Course Director for B2 – Boating Basics, and B3 – Beyond Boating Basics.*

**Scuttlebutt**

*By Robert Dandurand, P*

Burritts Rapid bridge removed for construction operations. A temporary pedestrian bridge is in place and has to be removed for vessel transit. Short delays can be expected.

Source: Notship C868/18.

Description: C868/18 - RIDEAU WATERWAY - Chart 1512C - Issued on 2018-05-18

**Did you know the origin of:****A SHOT OF WHISKEY**

In the old west a .45 cartridge for a six-gun cost 12 cents, so did a glass of whiskey. If a cowhand was low on cash he would often give the bartender a cartridge in exchange for a drink. This became known as a "shot" of whiskey.

**THE WHOLE NINE YARDS**

American fighter planes in WW2 had machine guns that were Fed by a belt of cartridges. The average plane held belts that were 27 feet (9 yards) long.

If the pilot used up all his ammo he was said to have given it "the whole nine yards."

**BUYING THE FARM**

During WW1 soldiers were given life insurance policies worth \$5,000. This was about the price of an average farm so if you died you "bought the farm" for your survivors.

**IRON CLAD CONTRACT**

This came about from the ironclad ships of the Civil War.

It meant something so strong it could not be broken.

**PASSING THE BUCK / THE BUCK STOPS HERE**

Most men in the early west carried a jack knife made by the Buck knife company.

When playing poker it was common to place one of these Buck knives in front of the dealer so that everyone knew who he was. When it was time for a new dealer the deck of cards and the Knife were given to the new dealer. If this person didn't want to deal he would "pass the buck" to the next player. If that player accepted then "the buck stopped there".

**RIFF RAFF**

The Mississippi River was the main way of traveling from north to south.

Riverboats carried passengers and freight but they were expensive so most people used rafts. Everything had the right of way over rafts which were considered cheap. The steering oar on the rafts was called a "riff" and this transposed into riff-raff, meaning low class.

**SHIP STATE ROOMS**

Traveling by steamboat was considered the height of comfort.

Passenger cabins on the boats were not numbered. Instead they were named after states.

To this day cabins on ships are called staterooms.

**SLEEP TIGHT**

Early beds were made with a wooden frame.

Ropes were tied across the frame in a criss-cross pattern.

A Straw mattress was then put on top of the ropes.

Over time the ropes stretched, causing the bed to sag.

The owner would then tighten the ropes to get a better night's sleep.

**SHOWBOAT**

These were floating theaters built on a barge that was pushed by a steamboat.

These played small towns along the Mississippi River.

Unlike the boat shown in the movie "Showboat" these did not have an engine.

They were gaudy and attention grabbing which is why we say someone who is being the life of the party is "showboating".

**OVER A BARREL**

In the days before CPR a drowning victim would be placed face down over a barrel and the barrel would be rolled back and forth in an effort to empty the lungs of water. It was rarely effective. If you are over a barrel you are in deep trouble.

**BARGE IN**

Heavy freight was moved along the Mississippi in large barges pushed by steamboats. These were hard to control and would sometimes swing into piers or other boats. People would say they "barged in".

## HOGWASH

Steamboats carried both people and animals. Since pigs smelled so bad they would be washed before being put on board. The mud and other filth that was washed off was considered useless “hog wash”.

## CURFEW

The word “curfew” comes from the French phrase “couvre-feu”, which means “cover the fire”. It was used to describe the time of blowing out all lamps and candles. It was later adopted into Middle English as “curfeu”, which later became the modern “curfew”. In the early American colonies homes had no real fireplaces so a fire was built in the center of the room. In order to make sure a fire did not get out of control during the night it was required that, by an agreed upon time, all fires would be covered with a clay pot called-a “curfew”.

## BARRELS OF OIL

When the first oil wells were drilled they had made no provision for storing the liquid so they used water barrels. That is why, to this day, we speak of barrels of oil rather than gallons.

## HOT OFF THE PRESS

As the paper goes through the rotary printing press friction causes it to heat up. Therefore, if you grab the paper right off the press it is hot. The expression means to get immediate information.



A new study published in Nature suggests that the Great Pacific Garbage Patch is growing “exponentially” and now spans

roughly 617,763 square miles (1.6 million square km), or about three times the size of France. The garbage patch is an accumulation of plastic and floating debris brought together by a gyre, a circular current, in the Pacific between California and Hawaii. It is thought to be the largest ocean garbage patch on earth. According to the new study, the trash is made up of 1.8 trillion pieces of plastic weighing nearly 90,000 tons. This new estimate is between four and sixteen times greater than had previously been predicted.

Source: [oldsaltblog.com/2018/03/ghost-nets-and-the-great-pacific-garbage-patch/](http://oldsaltblog.com/2018/03/ghost-nets-and-the-great-pacific-garbage-patch/)



As sailing and navigation increased in importance, ancient cultures began to innovate and improve sailing technology. One crucial technological advancement was the steering oar — an innovation that predated more modern stern-mounted rudders and allowed for the construction of larger boats.

A steering oar was a basic lever — typically an oversized oar or board — attached amidship on the starboard (an etymological derivation of the original ‘steerboard’) side of the vessel or at the stern. The innovation allowed a helmsman to pilot the craft more accurately.

Viking ships exclusively used steering oars. Smaller boats, for example punts on English waterways, still use a basic version of the steering oar.

The invention of the stern-mounted rudder is credited to the Chinese,

who came up with the idea of affixing a manoeuvrable steering apparatus to the back of a ship’s hull during or before the first century AD during the Han Dynasty. It took Western civilisations another thousand years to affix a stern-mounted rudder to ships.

Source : [ybw.com/features/10-top-innovations-in-the-history-of-sailing-17358#owSEI81M4pCp3KGv.99](http://ybw.com/features/10-top-innovations-in-the-history-of-sailing-17358#owSEI81M4pCp3KGv.99)



Unsettling to contemplate, the flow of electrons that constitutes electric current also creates a magnetic field. An onboard magnetic field that is strong enough may deflect your compass and cause deviation. DC circuits are the primary culprit; AC circuits are comparatively insignificant. The strength of the field is proportional to current flow; 8 amps produce twice the deflection of 4. Twisting the leads before installing wire so that positive and negative produce opposing fields has been the traditional defense. Leading separate positive and negative wires from the same circuit on opposite sides of the binnacle only doubles the error. The better you isolate your compass from electric circuits, the less the force will be with you.

Source: [practical-sailor.com/](http://practical-sailor.com/) April 21, 2018



The National Canadian Marine Advisory Council (CMAC) held its Spring 2018 meeting in Ottawa, May 1-3 at the Shaw Centre. CMAC is Transport Canada’s national consultative body for



marine matters. Its structure and goals were explained in the 66-05 issue of the Rideau Ripples. Of note from this meeting:

- Over 12 million Canadian adults own 8.6 million pleasure craft;
- Use their boats an average of 15.4 days a year;
- Are spread such: Cottagers, 53%; Trailer, 25%; Marina, 12%; Other, 10%;
- Stand-up paddleboards are added to the list of vessels that have reduced safety equipment carriage requirements (when wearing a lifejacket or personal flotation device);
- Changes to the Small Vessel Regulations reduce the number of pyrotechnic distress signals to be carried (sections 205 and 210 of the Regulations) by a maximum of 50%.

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FYC: [http://gcaptain.com/this-is-the-longest-sailable-straight-line-on-earth/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-993ef7f111-169911685&mc\\_cid=993ef7f111&mc\\_eid=c823b77acf](http://gcaptain.com/this-is-the-longest-sailable-straight-line-on-earth/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0_f50174ef03-993ef7f111-169911685&mc_cid=993ef7f111&mc_eid=c823b77acf)

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## 2018 CPS-ECP National Conference

OTTAWA, ONTARIO OCTOBER 17 – 21, 2018

OTTAWA MARRIOTT HOTEL

MARK YOUR CALENDAR – We will need volunteers!



### Get Yours Now

#### 2018 CPS Conference Shirts



**Long Sleeve (L&M)**  
**\$50.00**

The Preston shirt is a 65% polyester, 35% cotton poplin woven fabric blend. This versatile EZ-care shirt is a great option for work or recreational use.



**Polo (L&M) Shirt**  
**\$40.00**

The Crandall Short Sleeve Polo is a Polyester Cotton blend pique knit with a 3-button placket, dyed-to-match buttons, flat knit collar and sleeve cuffs and other well-constructed features. The updated fit features Caretech properties for an easy wash and wear with low shrinkage, fade resistant,

### Do Not Delay!

ORDER AT: [Ottawa2018@cps-ecp.org](mailto:Ottawa2018@cps-ecp.org)

**Missed a great Squadron #Picnic again!**

Another year goes by and another successful picnic goes into the history books. Again, Mother Nature provided us with liquid sunshine but we were prepared and moved the festivities inside well before it started!

As you know this year CPS-ECP is celebrating its 80<sup>th</sup> Anniversary of bringing home boaters safely. Well 76 members, family members and friends braved the weather to join the festivities.



Our Chefs: Rideau District Commander Terry Hamilton and Squadron Commander Court Harkness grilled the burgers and sausages to perfection. I am sure no one went home hungry. By the way, there was no cake left at the end of the Picnic. Congrats to all who assisted with the meal!



What would be a Picnic without an Auction.... Boring!



Well let's just say that our Auctioneer Jim Macleod and his lovely Assistant Bob Morgan have a gift to keep the attendance on the edge of their seat and laughing. I think people would pay to see these two in action. Well done Gentlemen. I would like to take this opportunity to express the Squadron's gratitude to "The Chandlery" for providing us with three gift certificates (\$50 - \$25 & \$25) for the draws.



This year, it was encouraging to see so many new members attending the Picnic. I would safely say that 25% of the attendees were new members. It was a great day of mingling and getting to know each other. It was fun to share our

Annual Squadron Picnic with so many new people.

Thank you to everyone who attended and for those who missed, well mark your calendar because in 2019 the Picnic will be on June 17 at the same location.

Till next year, have a wonderful season of safe boating and please keep checking the website for upcoming events, information nights or Dinner with Santa and Mrs Claus. Bored during those cold months, why not further your nautical knowledge by enrolling in a course.

Gone Fishing!

*Guy*

Guy A. Ladouceur  
Social Committee Chair

## LONG HOURS AND TWO FREE LOCKAGE DAYS MARK THE START OF SUMMER ON THE RIDEAU CANAL

**SMITHS FALLS, ONTARIO, June 20, 2018** – Parks Canada announces that the Rideau Canal's summer hours will begin this coming Friday, June 22<sup>nd</sup> at all lock stations between Ottawa and Kingston. Lock staff will welcome boaters and land-based visitors from Monday to Thursday between 9 am and 6 pm and on Fridays, Saturdays, Sundays, and holidays between 9 am and 7 pm.

2018 is the perfect time to experience the rich heritage and natural beauty of this Canadian National Historic Site and we continue to improve our visitor offering by developing new and innovative programs, improved facilities and expanded services.

This season, visitors to the canal can take advantage of two free lockage days. This coming weekend, on Sunday, June 24<sup>th</sup> all boaters can enjoy free lockage as a "thank you" for a great 2017 Season and on July 1<sup>st</sup> free lockage will be provided in celebration of Canada Day.

Paddlers can still take advantage of a 50% discount on seasonal lockage permits for canoes and kayaks. The lockage permit is valid for the entire navigation season and provides passage through all of Parks Canada's historic canals.

For more information about the Rideau Canal, visit [www.parksCanada.gc.ca/rideau](http://www.parksCanada.gc.ca/rideau), or follow us on Facebook and Twitter @RideauCanalNHS

For the most up to date boating information on the Rideau Canal, please follow us on Twitter @RideauBoatInfo

**Information:**

Valerie de Winter  
Communications and Media Relations Officer  
Parks Canada  
613-283-7199

General Inquiries Administrator  
Administrateur général de renseignements  
Ontario Waterways Unit - Rideau Canal | Unité des voies navigables de l'Ontario - canal Rideau  
Parks Canada | Parcs Canada  
[rideaucanal-info@pc.gc.ca](mailto:rideaucanal-info@pc.gc.ca)  
Telephone | Téléphone: 613.283-5170

[www.parksCanada.gc.ca](http://www.parksCanada.gc.ca) | [www.parcscanada.gc.ca](http://www.parcscanada.gc.ca)  
Government of Canada | Gouvernement du Canada



Ontario Provincial Police  
Police provinciale de l'Ontario

## News Release/ Communiqué

FROM/DE: Leeds OPP

DATE: 19 April 2018

### MARINE TRAINING ADVISORY – 14 JUNE 2018

#### VOLUNTEERS NEEDED

**A**s a follow up to that notice previously promulgated, I did volunteer and attend, spending Thursday near Rockport mostly on Grenadier Island.

I was there as a volunteer in a combined emergency services training simulation. The simulation involved some 47 volunteers (although some 67 said they would come but 20 were no shows) and emergency services and personnel from the OPP, Canadian Border Services, US Border Services, Canadian Coast Guard, Lansdowne Fire Department, Howe Island Fire Response, Leeds and Hastings Paramedical Services, Parks Canada, RCMP and Conservancy officers. (There may have been more, but these are those I remember seeing). Helicopters both medium altitude and low (Coast Guard) were on scene assessing responses and coordinating activities.

It was coordinated and planned through the Leeds and Hastings OPP. (Prov. Constable A. Nassar, Leeds County OPP, 4109 County Rd. #29, Brockville, Ont. K6V 5V8, (613) 345-1790)

The simulated accident involved an RCAF Hercules 130 transport aeroplane colliding with a small

Cessna. The Cessna falling into water near Ivy Lea and the Hercules, with many on board, crashing just south of central Grenadier Island, with dead, unconscious, severed leg and arm casualties, all concussed and several with impaled debris. To add confusion, a boater distracted by the mid-air collision, ran up on one of the nearby islands and burst into flames.

Victims were all rescued, treated and transported, many under medical attention, back to land in Rockport.

The many onshore fires started (supposedly, but in fact by Parks Canada) by falling debris were extinguished by the water born Fire Department.

The Grenadier Island site, initially filled with smoke, confusion and uncertainty was gradually brought under control, help rendered, triage undertaken and evacuation implemented. No little effort of coordination and control.

As a training exercise, this is the second such and is used to assess strengths and weaknesses in a multi-jurisdictional, self annealing response organization, train for common communication methods

and, from lessons learned, improve emergency response capabilities across the province.

A long, cool day. Fortunately the rain held off for most of it. I was returned to the mainland with my dog Karma, by OPP fast boat while being treated for a supposed heart attack. I don't think I have ever previously experienced the exhilaration of what felt like some nearly 100 mph on water travel before. It all goes to show what our police (et al) forces are equipped to do.

The distractions of the Ivy Lea small plane crash and the boat fire just added to the confusion and made the emergency services coordination just that bit more difficult. It is always surprising to me, just how long it takes to organize such disaster responses and get on land/on water rescues underway. This exercise ran at least 30 minutes longer than had been expected, in part due to initially too many vessels going to the minor, 8 person, site at Ivy Lea and not to the major, 39 person, location on and just off shore of the Parks Canada south side National Park site.

It was amazing to see at the peak of the exercise at least 20 vessels from the various agencies coming together and working together. I would never have imagined that there were so many available to respond in what was probably the Brockville to Gananoque stretch of the river. But as we were told in the briefing to the volunteers, this section of the Thousand Islands has always formed a watery land bridge across the St. Lawrence for mammals and plants, it is now a well used route for commodity and illegal immigrant smuggling.

I had never previously been into this particular part of Grenadier Island National Park. We were taken there in a moderate sized Rockport Boat Lines vessel. However, I would now be comfortable nosing my way in on Funklikity although we draw 6.5 ft. It looked like many of the outer

finger docks had that depth to them.

It has taken me all of Friday and most of today Saturday to recover, it was a remarkably strenuous day. Most of the volunteers were 18-25 year olds in various police related courses at St. Lawrence College in Kingston, while, I am now 71.

Fortunately, they were the ones who made up the majority of the dead, unconscious and injured floating in the waters just offshore, with wet suits!

*Dr. Philip Mason BSc.,  
MEng., PhD.*

## Lesson Learned from the Marine Exercise

*By Philip Mason.*

A word of caution, the Thousand Islands National Park in the central part of Grenadier Island is invested with ticks, a very high percentage of which are carrying Lyme disease. It is the same this year throughout the whole Thousand Islands and St. Lawrence River areas. Upper New York is even worse. The count from Thursday's Marine Training Event, Karma, my cocker spaniel dog, 3, me 2. On my way home I stopped at Lee Valley. They sell a sturdy metal "Tick Key" which is claimed to be 99.8% effective in helping get complete removal of a lodged tick. I bought three. One I used successfully on both Karma and myself. The juvenile ticks are no larger than a grain of rice and love to find a warm damp place on one's body. We all have several.



*Adult female deer tick*

Lyme disease is an infectious disease caused by the bacteria *Borrelia burgdorferi sensu lato*.

*B. burgdorferi* which is transmitted to humans by a bite from an infected black-legged or deer tick. The tick becomes infected after feeding on infected deer or mice. A tick has to be present on the skin for a reasonable time and become attached before it can transmit the infection. So regular, at least daily, checks of one's body are strongly recommended. Unfortunately most people who develop Lyme disease have no memory of a tick bite. One of the earliest signs is often, but not always, a "bull's-eye" rash, which is a sign that bacteria are multiplying in the

bloodstream. The rash occurs at the site of the tick bite as a central red spot surrounded by a clear spot with an area of redness at the edge. It may be warm to the touch, but it isn't painful and doesn't itch. This rash will disappear after four weeks.

Lyme disease is best treated in the early stages. Early treatment is a simple, with a 14 to 21 day course of oral antibiotics to eliminate all traces of infection. Medications used to treat Lyme disease include: doxycycline for adults and children older than 8 years old, and cefuroxime and amoxicillin for adults, younger children, and women who are nursing or breastfeeding

If recognized early and treated with appropriate antibiotics, Lyme disease is curable.

We sail/boat in an area that has recently become a haven for Lyme disease infected ticks. Please be vigilant. A good shower before bed is an excellent precaution.

Lyme disease is unfortunately not the only pathogen that ticks in our region can pass on. Ticks go through four life stages, egg, larvae, nymph and adult. Most tick types look for a different donor to latch onto at each stage. They then attach themselves, insert a feeding tube and draw blood, mammalian or reptile. They thus become carriers of pathogens from the blood donor that then can be injected into the next host. In Iroquois earlier this spring there were cases of tick born Rocky Mountain Spotted fever and Murine Typhus. A tick bite can also transmit Tetanus, Rabies, Human Babesiosis, Anaplasmosis, Powassan virus and Staphylococcus infections.

Southern Ontario is also starting to see the Lone Star Tick that has made its way north due to climate change and avian hosts. A very aggressive species with mature females laying up to 5000 eggs.

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