



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



With all the warm weather we've been having, it's hard not to think of spring and summer and take the boat out for a spin, yet the full wrath of winter will soon be upon us. We've already had a teaser of sorts. Speaking of weather and the upcoming Holidays, wouldn't it be appropriate to give the gift of a CPS-ECP Membership? How about the new Weather course or, for the new boater, a gift of Beyond Boating Basic or B2 as it is more commonly known. Maritime Radio is also a good choice.

EXCOM meetings have found a new home for in-person meetings: Summerhays Grill on Baseline Road. We held our first meeting in that locale in November and are going to continue into the New Year. A reminder that all Squadron meetings are open to all Members in good standing. We meet on the second Thursday of each month, unless otherwise stated.

If the pandemic slowed us down despite all our best efforts to volunteer, we still want to help more people in becoming safer boaters. We love doing it for the tap in the back, certainly, but also because it feels good to give of one's time and skills. In this season of giving, consider giving of yourself on the Executive Committee or becoming an instructor or being a recreational vessel checker, or helping at any one of many Squadron activities. Contact any of the ExCom members to join us.

Sadly, we are missing one of our own, Past Commander and long-time volunteer Paul Weisbrod has passed away. Our condolences go out to his family. A donation in his memory was made to the CPS Foundation

Finally, Lynda and I wish you all a very Merry Christmas, Happy Holidays and a Happy New Year!

Stay safe, stay healthy

*Axel Obenauf, N
Commander*

*Merry Christmas
and
A Happy New Year*

The 2022 – 2023 Executive Committee

Squadron Commander	Axel Obenauf, SN
Immediate Past Commander	Court Harkness, SN
Acting Executive Officer	Robert Menard
Administration Officer	Guy Ladouceur
Acting Financial Officer	Dale Rabbie
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Rideau Ripples Editor	Robert Dandurand, P
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Social Affairs (Chair)	Mara Zarins
Webmaster	Robin Craig, CN
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Please check the website for updates and latest information:

boatottawa.ca/events.html

You have any ideas or a topic for an Information Night, please drop me an e-mail commander@boatottawa.ca and we can work together to make it happen!

Squadron Events Calendar

FEBRUARY 23-26

Ottawa Boat and Outdoors Show
EY Centre

MAY 11

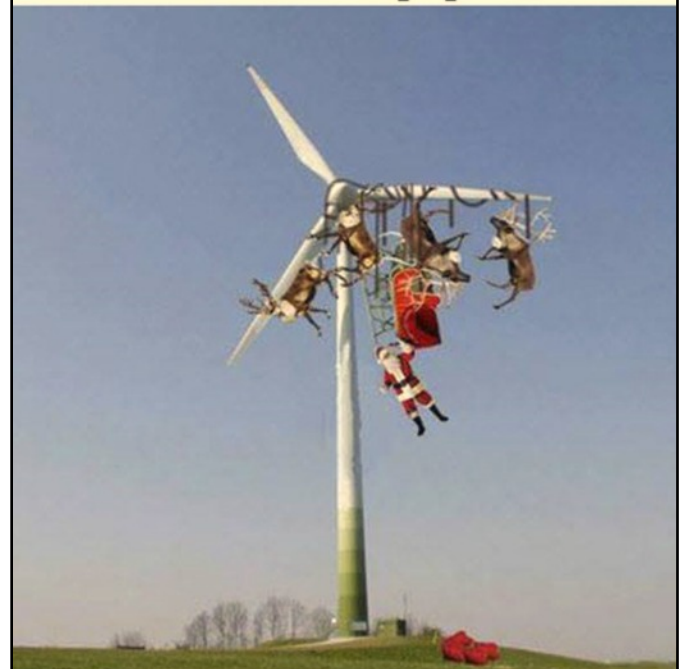
Squadron Annual General Meeting

JUNE 19

Annual District/Ottawa Picnic
Long Island (RCMP) Campground

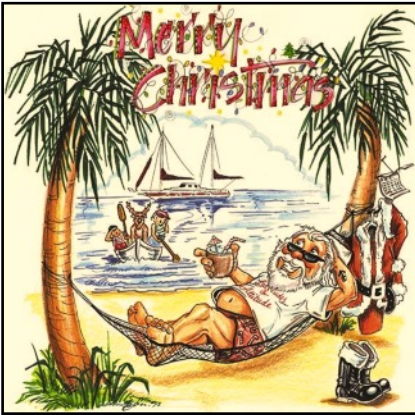
Have a safe winter - Fly Your CPS-ECP flag proudly and promote our organization by networking with your dock mates and anyone on the water/ice!

**I was afraid this
would happen...**



Scuttlebutt

By Robert Dandurand, P



The metric system is absurd and meaningless at sea:

So, a Knot is a Nautical Mile per hour, but it is much more than that! It links us humans to our planet in a very unique way, plus of course it is the original decimal system. A Nautical Mile is defined as a minute of arc at the equator. So, $60 \times 360 =$ the diameter of the earth, in Nautical miles. Then 1/10th of a Nautical Mile is a Cable – and, yes, this term is used extensively by professional seaman throughout the world. More so...

- 1/10th of a cable is a chain.
- 1/10th of a chain is a fathom.

We are not done yet... 1 Fathom is 6 feet, the height of a man, plus all seaman since time immemorial can stretch their arms to measure out an accurate fathom of line! So, if looking up at the stars and feeling incredibly small, you can relate the size of your body to our planet! However, whilst the Nautical Mile is based on meaningful stuff, the

Kilometre, which was based on an incorrectly calculated minute of arc of Departure (the physical length of a minute of arc of Longitude) at the latitude of Paris.

Every aircraft also uses Nautical Miles for the reasons it is used at sea. If you are unconvinced, try finding a KM scale on a chart, or chart plotter. You won't and its non-viable, as these portray a curved surface on a flat screen, using the Mercator's projection and distort and stretch the Longitude scale to effect this. However, the latitude scale is accurate and 1 minute of latitude equals 1 Nautical Mile. (There are some wrinkles to this but that is for another day).

This is not to say that the Metric system is rubbish – it certainly isn't – but its use at sea is absurd and meaningless!

Source:
<https://mail.google.com/mail/u/0/?tab=rm#inbox/WhctKKXgnLdKjqZSSxQrmHBJBFqqskFhggWXFkvPrtTDLcJvRgQXFPkrQNVpdKfZPpkWGPv>

◇◇

As a sailing or power boat skipper, every decision you make: dockside, at anchor, the day before you cast off, the day you decide whether to cast off, and each minute that you are underway, must be made based on how that specific decision will affect your sailing crew or partner. Many decisions are made in an instant. Others require a bit of reflection.

The best skippers have one thing in common: they are respected and trusted. Get underway with a skipper and you trust him or her with your life. Sea miles are irrelevant. What really matters is a well-rounded individual who has not forgotten the basics, one who practices the basics, even if it's just now and then. Which means that all skippers must practice both traditional and modern techniques in order to achieve a high level of competency. It's common sense. If you only read and do not practice, then it's just knowledge. If you read and practice and struggle through the learning curve to become proficient, then you become competent. Practice until you become comfortable with the absolute basics.

Source:
<https://www.skippertips.com/public/2306.cfm>

◇◇

It would seem that clouds always occupy the same area on the globe, on average. An analysis of NASA satellite images showed that **clouds permanently cover around 67% of the Earth's surface**. Between 50% and 59% at land level and between 70% and 74% at ocean level. This stability of the cloud cover could be due to a kind of equilibrium in which the atmosphere seems to maintain itself. An increase in water vapour in one location tends to cause a decrease in water vapour elsewhere, and vice versa. It is the water cycle.



Source: Magazine Science & Vie,
No 1212, Sept. 2018, p125



If you're in the right place at the right time, you might just get to witness **the elusive green flash** as the sun passes the horizon. A relatively rare optical phenomenon, green flashes can only be observed under the correct amalgamation of atmospheric conditions, surrounding landscape structures, and sheer luck.

Green flashes are only observable during sunrise and sunset, as they appear when the last sliver of sun seems to be peeling away from the horizon line. They are usually seen over large bodies of water or desert, as they require clear air and an unobstructed view of the horizon. But they can also be seen when the horizon is viewed from an elevated position like an airplane, mountain, or tall building.

While the length of a green flash is dependent on the speed at which the sun is setting or rising, usually between one and three seconds,

the longest recorded observation lasted for a whopping 35 minutes. Witnessed by Admiral Byard's 1929 expedition at the Little American base in Antarctica, the massively elongated sighting was a result of the sun in the polar regions setting incredibly slowly.

The reason green flashes can be observed relates to the way light refracts through the Earth's atmosphere. Depending on the wavelength of light, blue, violet, and green colors are refracted more than yellow, orange, and red. When the sun is at the horizon it's shining through a much denser atmospheric layer; yellow, orange, and red wavelengths passing through here are most likely to be absorbed by the atmosphere. The remaining blue and violet waves are scattered, leaving the strongest green wavelength to create the flash – although, blue flashes can sometimes occur too.

Source :

<https://www.iflscience.com/what-is-that-green-flash-at-sunset-66201>



The crow's nest

By Robert Dandurand

According to a popular naval legend, the term **crow's nest** derives from the practice of Viking sailors, who carried crows or ravens in a cage secured to the top of the mast. Without a shred of evidence, some ludicrously say that crows were kept in cages on board ships and, in cases of poor visibility, a crow was released and the navigator plotted a course corresponding to the bird's flight path because the crow invariably headed towards the nearest land. Some naval scholars have found no evidence of the masthead crow cage and suggest the name was coined simply because the lookout platform resembled a crow's nest in a tree.

As ships grew in size and complexity, that station came to be mounted on the highest mast of the oceangoing vessel, allowing a sailor to see further while mostly protected from the elements. The simplest construction to providing a lookout and setting course direction for the ship was to lash a barrel to the mast. A member of the crew experienced in the matters of navigation was charged with manning this perch and came to be colloquially known as a barrelman.

The invention of the crow's nest is credited to Arctic whaler William Scoresby Senior (1760–1829), and the term was first used in 1807, in its nautical sense. The contrivance was specifically invented for use on whaling ships, in the early 19th century.

In *Tales of a Voyager to the Arctic Ocean* (volume 2 – London, 1826), the Scottish author and translator of German writings Robert Pearse Gillies (1788-1858) described more precisely the crow’s nest and suggested improvements to alleviate the lookout’s suffering:

“This nidification was accomplished by fixing an open barrel to the main top-gallant-mast head, through the bottom of which a trap-door opens upon [a ladder of ropes], with wooden bars for steps, instead of ratlins [= ratlines].

The crow’s nest is an erie [= eyrie], or watch-tower, from whence the movements of the fishes are to be espied; and, when in fishing ground, a harpooner is constantly stationed in it. His ‘spell,’ or turn, lasts from two to four hours, often whilst the temperature is several degrees below zero, and yet it never seems to have entered into the councils of Greenlandmen, that a covering to the barrel would be an improvement; [...] while only the precaution of a piece of tarpaulin, raised up at his back, to meet the blast, would have saved him from several degrees of cold.”

If you were on a boat and your height plus the boat height above sea level was, say, 10 feet, the horizon would be around 4.18 miles away. If you climbed up 20 feet into a crow’s nest, the horizon would be 7.25 miles away. Definitely an improvement. Imagine being 60 feet up!



Crow’s Nest at the “Here, we made a home” exhibit
at The Rooms Museum, St. John’s, NL
(Photo courtesy of Celia Hitch)

Sources: <https://en.wikipedia.org/wiki/Barrelman>

<https://wordhistories.net/2018/08/16/crows-nest-origin/>



*Old
boaters
stroller*

Canadian Power and Sail Squadrons 2022 Annual General Meeting



*Left to right: Cedric Robertson, Tom Beaver (OPSS), Gerald Taliana
at an Educational Dept. meeting.*



*Back row Jamie Gardner and his wife Yolanda
Front row Cathie Johnstone, Tanya Abolins and
Rick Cuciurean*



*Back row: Jamie Gardner and his wife
Yolanda
Front row: Dennis Mansour, Terry and
Linda Hamilton (OPSS)*



Chief Commander's Commendation

*This Commendation is awarded to
Guy Ladouceur
Ottawa Power and Sail Squadron*

Guy is the-go-to member of the IT committee for any Teams related work for getting the many Officers, Commanders and Board of Directors set up their connections in TEAMS. Every year, he works on taking out the old and replacing with the new officers and sorting through their various aliases to make sure that they are connected to the correct position they will be undertaking.

He also wears a few other hats, as he is on the Membership Committee, working with his local Squadron and District as needed.



Robert Menard, OPSS XO, Craig Neill and Shirley Shea-Okamoto with her guest David Murphy.



*What's in a Name
The Codfather*

The Bookshelf

By Robert Dandurand, P

Treachery at Sharpnose Point – Unraveling the Mystery of the Caledonia's Final Voyage, by Jeremy Seal, 2001, hardcover, 316pp. It was common, in 1840s, to lure ships ashore to loot the cargo. The author weaves history and detective work to determine if that fate befell the Caledonia.

Our Inland Seas – Their Shipping and Commerce for Three Centuries, by James C. Mills, an exact reprint of the 1919 edition, 1976, hardcover, illustrated, 380pp. From their Origin, to the first sailing vessel (Le Griffon, 1679), to steam navigation, commerce, ore and grain carriers, etc. on the Great Lakes.

Come Sailing, by Mike Peyton, 1975, softcover, 95pp. All B&W cartoons.

The Prize of all the Oceans, by Glyn Williams, 1999, softcover, illustrations, 264pp. Commodore George Anson's 1740-1744 disastrous voyage around the world. Of the six men-of-war, only the Centurion made it back to England. Of the 1900 men who left, nearly 1400 perished, mostly from disease or starvation. A tale of hardship, mutiny, tenacity, courage, brutality, error and leadership.

In all Respects Ready – The Merchant Navy and the Battle of the Atlantic, 1940-1945, by Commander Frederick B. Watt, RCN (Retired), 1985, hardcover, illustrated, 221pp. It's an account of the efforts by the Canadian Royal Navy to keep the lifeline open for supplies to Great Britain by mostly reservists who were merchant seamen during peacetime.

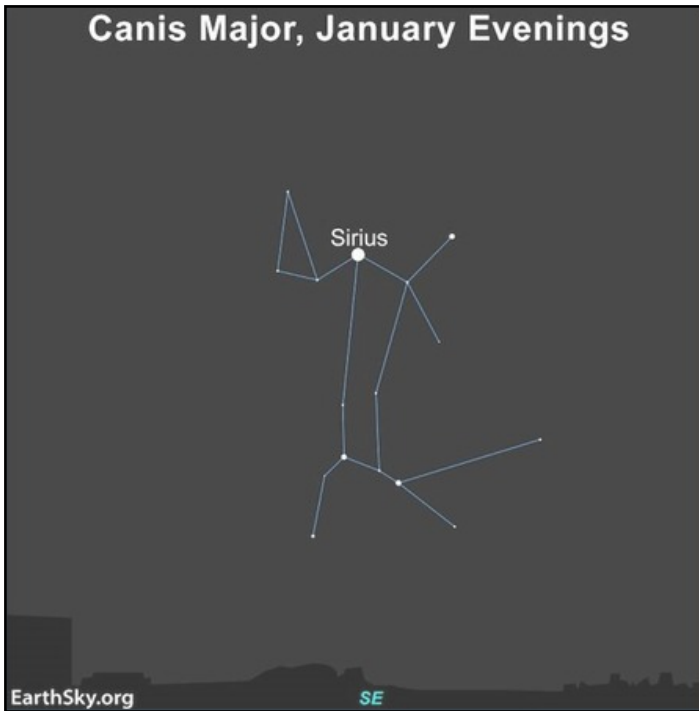
RCN in Retrospect, 1910-1968, edited by James A. Boutillier, 1982, hardcover, illustrated, 383pp. The book deals with the problem of imperial defense, the development of a naval service with a Canadian identity, and the evolution of a Canadian nave engineering capacity as well as the convoy protection during WWII and anti-submarine warfare and ending with the Unification Crisis of the 1960s.

To The Sea – Sagas of Survival and Tales of Epic Challenge on the Seven Seas, by Tony Meisel, 2000, coffee table hardcover, richly illustrated, 288pp. Stories and dramatic photographs of heroic and disastrous nautical adventures.

Flying the Chase Flag – The Last Cruise of the West Coast Whalers, by W.A. Hagelund, 1961, hardcover, 194pp. An underaged boy (the author) wants to join the Navy during WWII. Rebuffed, he and his friend are taken aboard a whaler out of Victoria, B-C.



Looking at the sky at night - Canis Major and Sirius in January



January and February are perfect months for both Northern Hemisphere and Southern Hemisphere observers to view the brightest star in the sky: Sirius. As part of the constellation Canis Major, the Greater Dog, Sirius also earns the nickname of the Dog Star. From the Northern Hemisphere, Sirius arcs across in the southern sky. It's always easy to spot as the brightest point of light in its region of sky. It's so bright in our sky because it's one of the closest stars to Earth, at 8.6 light-years away. A light-year, by the way, is nearly 6 trillion miles (9.4 trillion km)!

Astronomers express the brightness of stars in terms of stellar magnitude. The smaller the number, the brighter the star. The visual magnitude of Sirius is -1.44, lower – brighter – than any other star. There are brighter stars than Sirius in terms of actual energy and light output, but they are farther away and, hence, appears dimmer.

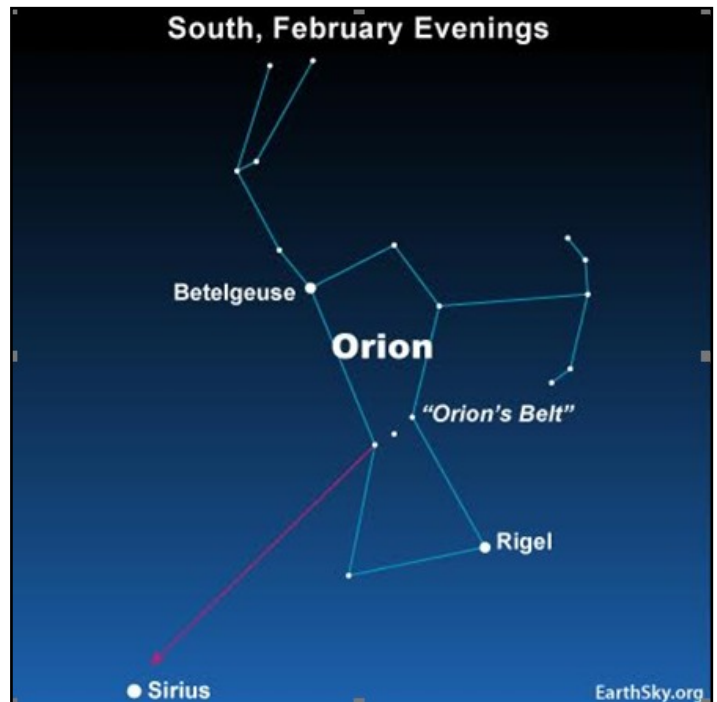
Normally, the only objects that outshine Sirius in our heavens are the Sun, Moon, Venus, Jupiter, Mars and Mercury (and, usually, Sirius outshines Mercury, too).

Although white to blue-white in color, Sirius might be called a rainbow star, as it often flickers with many colors. The flickering colors are especially easy to notice when you spot Sirius low in the sky. In fact,

these changes are simply what happens when such a bright star as Sirius shines through the blanket of Earth's atmosphere. The varying density and temperature of Earth's air affect starlight, especially when we're seeing the star low in the sky.

From the mid-northern latitudes, Sirius rises in the southeast, arcs across the southern sky, and sets in the southwest. As seen from around the world, Sirius rises in mid-evening in December. By mid-April, Sirius is setting in the southwest in mid-evening.

Anyone familiar with the constellation Orion can simply draw a line through Orion's Belt to find this star. Sirius is roughly eight times as far from the Belt as the Belt is wide.



Have you ever heard anyone speak of the dog days of summer? Sirius is behind the sun as seen from Earth in Northern Hemisphere summer. In late summer, it appears in the east before sunrise, near the sun in our sky. The early stargazers might have imagined the double-whammy of Sirius and the sun caused the hot weather, or dog days.

Source: https://earthsky.org/brightest-stars/sirius-the-brightest-star/?utm_source=EarthSky+News&utm_campaign=faf7fa617d-

Atmospheric phenomenon - Rainbows



Throughout history, mankind has interpreted the appearance of a rainbow in the sky as a good omen — a sign that the storms have passed and better days are ahead; a bridge between the earthly realm and that of the heavens; or even a marker pointing to the location of a hidden pot of gold! They say: "A double rainbow is said to denote transformation! The primary rainbow represents the material world and the secondary rainbow, the spiritual world. Therefore, a double rainbow indicates a spiritual transformation for the onlooker. Seeing double rainbows is considered to be promising as they signify new beginnings and good changes.!"

What Causes Any Rainbow?

A single rainbow is an optical illusion created by the reflection, refraction, and dispersion of light through the prism of a water drop. When sunlight emerges through the clouds following a rainstorm, that light hits the water drops that are still floating or falling through the sky. Some of the sunlight is reflected right away, but some of it enters the water drop and as it does it is refracted at the surface. When this light hits the back of the raindrop, it bounces back and once again leaves the raindrop. Only now, the light has been separated into its individual color frequencies. The result is a rainbow of colour that exits the raindrop.

What is a Double Rainbow?

Secondary rainbows appear due to a phenomenon that is similar to the primary rainbow, with one big difference: the light that enters the raindrop and refracts at the surface does not escape after hitting the

back of the raindrop. Instead, that light is refracted a second time, creating the secondary rainbow.

Interesting facts about rainbows.

- The colors of the rainbow are the same for everyone: red, orange, yellow, green, blue, indigo, and violet (ROYGBIV). In a single rainbow, red is the most prominent color and appears as the 'top' band of color. This is due to the properties of light, including frequency and wavelength.
- A rainbow does not have a physical presence: It is an optical illusion and its 'existence' depends on the position of the observer's head.
- All rainbows are complete circles: The majority of rainbows we see look like arches, because they are partly blocked by the ground and horizon. In reality, all rainbows are complete circles, like this one.



Source: National Geographic).

QUOTE - UNQUOTE

"It takes a [boat] to quiet down the business of thinking."

Paul Guajardo
Nautical Narratives
Small Craft Advisor, No. 129, May/June 2021

The Sailing Dream Part V – Living in the Tropics!

By Shaun Clare

A lot has happened in the past year and a half, where Part IV of this series saw us in the planning stages of our sailing trip from Prescott, ON, to the Bahamas. This past Spring we continued to add enhancements and home comforts to TUSK, our EndeavourCat 30 MK II sailing catamaran, including additional solar (we now have 800 watts), radar, AIS, additional refrigeration, a water maker, and a washing machine. We had the standing rigging and sails inspected, and replaced most of the running rigging. By the end of June, 2022, she was fully outfitted and ready to go.

We decided to begin to head South in early August and cross Lake Ontario from Kingston to allow us to take our time and enjoy all the sights, while still enjoying the warmer weather. This has worked out very well for us, as we have had very little cool weather to contend with, but have also never felt rushed to get further South, instead taking the time to visit all the places we wanted to spend time in while making slow but steady progress to Southern Florida, where we will make the crossing to the Bahamas. We arrived in Fort Pierce (our 54th stop) on Wednesday, Nov. 16th, and will stay here to provision and do any boat maintenance TUSK needs.

We're also waiting on a weather window to make the crossing. With



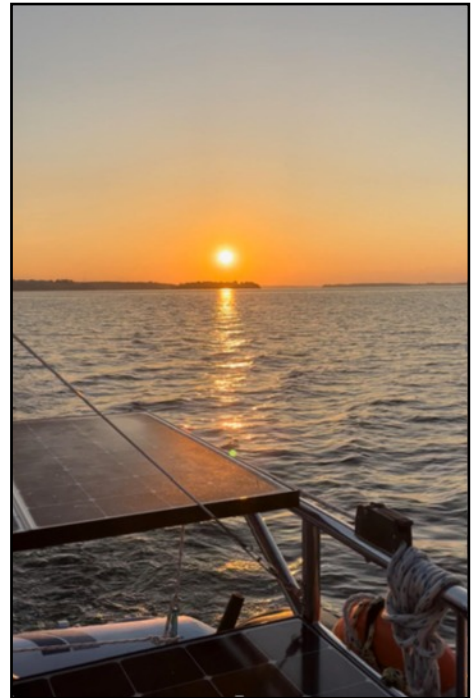
Raising the US Courtesy flag after being approved for entry into the US

the Gulf Stream running from South to North, and right between Florida and the Bahamas, there should be no Northern component to the wind for the day prior to the day we cross, and the actual crossing day – wind against current creates standing waves, which can create unsafe conditions for even the larger boats. The extra day of calm weather before we leave gives the seas lots of time to settle down.

The following are some highlights, experiences and general musings around our trip so far – while there is so much more we could share, hopefully this will give some

insight into what a trip like this feels like, for those who haven't done it before.

We left Kingston at 6:00 AM on August 6th, as the wind was supposed to be quite calm for most of the day. The first part of our passage to Sacket's Harbor, NY,



Enroute to Sacket's Harbor

was as smooth as glass, but as soon as the wind gusted over 10 knots, the notoriously fussy waters of Lake Ontario picked up and the last two hours of the passage was a bit of a beat. Overall, it was a good crossing, but we recognized that we were going to be learning a lot about weather, waves, our boat and ourselves on this trip, and would find ways to make each passage as comfortable as possible. As it turns out, after five months of full-time boating (we moved aboard in June), we know all too well that our boat detests waves directly on her nose or on the beam, so we always have her quarter-to any waves on the bow or stern. Not

surprisingly, TUSK loves following seas, so even with wind gusting to 20 knots and 3-4-foot seas on the stern, she is a very comfortable ride – we wouldn't have considered going out in that kind of weather previously. Knowing how she handles various conditions has opened up our weather window options, and by extension, we've been able to spend more days underway when we were doing passages.

We expected we would do perhaps 30-35 miles per day on travel days – and that has worked out to be a reasonable distance, given our average speed is about 5.5 knots. Some days when current and tides are working in our favour, we're able to do 50 miles or even a bit more.

Speaking of tides and currents, we've certainly learned a lot about them as well. We had seen some significant currents in areas of the Thousand Islands back home, but our first exposure to tides was in the Hudson River, and we started to see the relationship between tide and current there, which has become even more pronounced the further South we've gone. I always thought slack tide would happen at high or low tide, but it depends on where you are – in some cases slack tide (or slack current, really) can happen 45 minutes or an hour after high or low tide. It becomes necessary to use tide and current tables for the exact area you are in and use those as well for planning the day ahead, so you can leave when the currents will help you the most. Given the tides constantly cycle from high through low, with two high tides and two low tides approximately every 25 hours, you will almost always have some

current against you if you're out for 8 hours or more, but planning for them or at least expecting them will give you an idea of how much headway you can make in a day.

Another factor to note is that if there is a "flooding" tide coming in from an inlet you are approaching, the current will be against you, but as soon as you pass that inlet, the current is now helping you as the flood on the opposite side of the inlet carries you along with it. Given that in many areas there are numerous inlets during a single day's passage, it becomes hard to predict with any accuracy how much helping current and fighting current you might experience that day.

One other area where currents are critical to time is when you're entering or leaving a marina or tight anchorage. Some marinas have very little current because they are in a protected bay or cove (or have man-made barriers), but there are many marinas and anchorages that are simply on the side of a river and completely exposed to whatever current is running at the time (we have seen as much as 4 knots of current!). Trying to get into or out of a slip in any current is difficult (or in some cases, nearly impossible), so we have learned to always enter or exit at slack current – on a couple of occasions we pushed it and left when there was some current still running, and one time we came very close to being pinned against the boats near us – never again!

Going up the Delaware river, crossing the Chesapeake-Delaware Canal, and transiting down the Chesapeake Bay taught us a lot. First of all, both bodies of water

are massive, and wind in the wrong direction can really rile up the water, so we had to pick our travel days carefully. The Chesapeake has a lot of places where you can find a place to anchor with protection from nearly any wind direction, but the Delaware has almost no places to stop, so once you commit to heading out from Cape May, you're committed. We did find a small creek where we could anchor about three quarters of the way up the river, but it was a long day to get there. We left with following seas forecast, and that was what we got, which made for a comfortable ride.

On this adventure we have quickly realized that everywhere we go, and everything we see and do is going to be unfamiliar to us. We kind of expected this, but until you live it day in and day out, you really don't know what it will feel like. Every place we go, we must discover what is around us – even the simplest things we would do at home like buying groceries, can be an adventure. What stores are around us, are they walking distance from the boat, can we dinghy to someplace close to the stores, is there a dock nearby, do the shops have what we need, etc. We knew this would be part of the experience, but it did take some getting used to.

Early on in the planning stages for this trip, we decided we wanted to stay in the "Intracoastal Waterway" as much as possible, so we could visit as many places and see as many sights as we could, rather than sail on the ocean for long passages and miss much of that. We had a list of the places we really wanted to spend time in, such as New York City (which was

incredible to arrive in on the Hudson River on our own boat – a lifetime memory for sure). We looked forward to touring Norfolk, VA, Charleston, NC, Savannah, GA and St. Augustine, FL, to name a few.

As we started to look at the detailed “inside” route South, we discovered that there are really two Intracoastal waterways we would be taking – one is in New Jersey (the NJICW), and the Atlantic Intracoastal (AICW) which is the better-known waterway, and begins in Norfolk, VA, leading all the way down to Key West, FL. These waterways are designed to keep you in fairly protected water and for the most part, away from the open ocean, but as a sailboat with fixed height bridges that our mast wouldn’t clear, we had to venture out into the Atlantic in two areas. The first was from Sandy Hook, NJ, to the Manesquan Inlet, and the second from Atlantic City to Cape May.

There was one large section of the NJICW that we could transit, as the bridges had sufficient clearance for us. In talking to locals (we always try and get local knowledge of the waterways whenever we can), to a person they strongly suggested against taking the NJICW and instead go “outside” all the way to Cape May. We had another look at the charts and decided that we were going to try the NJICW anyway – there was sufficient water depth (we only draw 3 feet), and it looked like an interesting section of waterway – similar in some ways to the Rideau Canal system, but also with lots of salt marsh areas.

As we pulled off the dock and waited for a Bascule railway bridge to open, the owner of the marina (who we hadn’t spoken to yet), came running down the dock asking us what we were doing, as he could see we were lining up to go through the open bridge to head down the NJICW. He told us in no uncertain terms that we should not attempt it, explaining that the currents were strong, and the water was shallow. Anne and I looked at each other, trusted our research and decision to go anyway, and joked with him that if we run aground anywhere, we have Sea Tow membership (a global boat towing company that provides towing services if/as needed). It took us three days to transit that section of NJICW, with two overnight anchorages in between, but with careful navigation, and watching the charts and depths carefully, we arrived unscathed in Atlantic City! We were proud that we had decided to trust our own instincts and skills and successfully make that passage. It was indeed a beautiful area to see and an amazing experience for us. While using local knowledge is a real plus, it really is just one part of the overall decisions we have to make - as we like to say, you have to “be your own captain” and not rely solely on other boaters’ direction or guidance.

It's been very interesting to watch our environment – the climate, foliage, and animals – change as we’re slowly headed South. We saw our first dolphins and pelicans as soon as we left Atlantic City – what an amazing experience that was! We saw our first palm tree as we approached North Carolina (in Southern Virginia). The warmth

has indeed followed us. I’ve managed to stay in shorts and short-sleeved shirts the entire trip. There were a couple of days where I was probably pushing it a bit, but that was one silly goal I set for myself before we left – shorts and sandals only for the two plus years we’ll be away!

Also from a climate standpoint, while we have had mostly incredible weather on our journey down here, we did feel the effects of three hurricanes, in increasingly challenging ways. The first two - Earl and then Fiona - only impacted us by influencing the weather around us – we were forced to stop and seek marinas to hide out while 25-30 knot winds blew in. Sadly, Fiona went on to cause significant damage to parts of the Canadian Maritimes. The outer bands of the third hurricane, Ian, did directly affect us in Virginia, where we were tied up to a dock for three days to wait out the torrential rain and nearly 40 knot gusts from the outer bands. We felt so badly for the catastrophic damage Ian inflicted on parts of Florida.

For Nicole, a very rare, late season storm that hit us while we were in Florida, we saw first-hand the destruction of beaches along the East Coast of Florida, with many houses and even condominium buildings having to be vacated and made likely uninhabitable, as the beach erosion washed away large sections of the pilings that support them.

We were in St. Augustine when it became apparent that Nicole would strike Florida’s East Coast directly. It seemed no matter where we went, we would be inside the cone

of uncertainty. We decided to cut our visit in St. Augustine short, as the area did not appear to have any real protection from Tropical Storm or Hurricane force winds (which proved to be the case as sadly a number of boats there were lost as a result of Nicole, along with some major damage to the Municipal marina across from where we had been moored).

We found a hurricane hole marina about 25 miles South of St. Augustine, in Palm Coast, that we had read had survived a near-direct hit by Category 3 Hurricane Matthew in 2016. Not a single boat in that marina was damaged at that time. We were lucky to get a slip as they were filling up quickly with boaters wanting to protect their vessels, and on Nov. 7th we just squeezed in between a large catamaran and a trawler, and deployed every line and fender we had. We took all our canvas off, brought anything loose inside the boat, and wrapped her sails with lots of line in preparation for a potentially direct hit.

This marina also had a resort side to it, so we decided to get a room there for the four nights when the weather would be at its worst. We were able to check on the boat regularly and were in the safety of a concrete building with hurricane-proof windows, and lots of posh amenities around us. It really was a beautiful resort.

After the second night of increasing wind and rain, and with Hurricane Nicole forecast to come ashore not very far South of us, we got a notification that we needed to evacuate the resort (which was right on the beach). There wasn't a concern about the safety of the

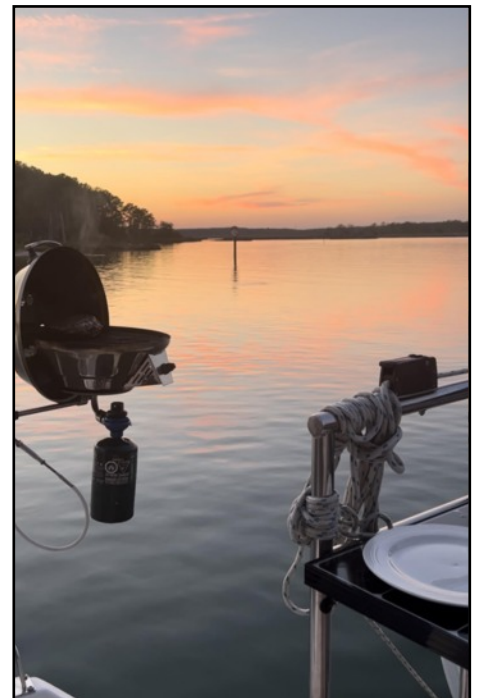
building – it was because the County put a mandatory evacuation order in place, forcing all hotel guests to leave the area. We luckily managed to find a room at another hotel further inland, and spent the worst of the storm there.

We checked in with the dockmaster at the marina a few times during the storm, and he assured us that TUSK was doing fine, although they did see gusts of 70 knots when Nicole was at her closest. Upon our return to the boat the next day, we were thrilled to see her exactly as we had left her! We put her canvas back on, removed all the surplus lines and fenders, unwrapped her sails, and got her ready to continue on our way South the next day. It was amazing to see how the weather changed so quickly as we left in light winds and smooth water. We did keep an extra eye out for debris, and did see pieces of docks and other materials in the channel, but were able to navigate around those – Nicole had obviously done some damage.

As a closing observation, we want to say that the general comradery of boaters is really something to behold. As a tight knit community of people sharing similar interests, it's been amazing to meet so many people since we left Kingston that are heading South along with us. We've had groups of four or five boats all head out together and anchor in the same bay. We've met fellow Canadians following the same dream we are – in fact we may cross to the Bahamas in a little flotilla if the timing works out for all of us. If anybody needs anything, others are quick to help. The stories and advice we've learned while sharing a beer or

glass of wine on each other's boats, or at potluck dinners at various marinas, has been astounding. There is no doubt many of us will stay connected, no matter where we end up, but we also expect to see many of these boaters again "out there" somewhere. Without any planning, we've seen boating singles, couples and families over and over again on our way South – it really does feel like an extended family out here.

We're absolutely loving our adventure so far, and look forward to many more years to come. What an amazing lifestyle this is! Anne has been documenting the entire trip on Instagram – feel free to follow along on her channel "next_waypoint_paradise".



BBQ at anchor

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