



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



This is my first year as Commander of the Ottawa Squadron, ready and willing to face the challenges that our squadron and CPS-ECP will tackle in the coming months and years. Some of us will continue to accept two

or more roles as we build and improve all aspects of our group.

It has been an unusual summer with unpredictable weather and smoky air but enjoyable nonetheless. I hope you can enjoy the short time remaining before the fall boat work and winterization are upon us.

The Windsor Squadron is hosting this year's AGM October 18th to 22nd and I anticipate positive changes to be announced along with fresh innovative ideas discussed and, more importantly, acted upon.

I will do my best to promote squadron social activities where prospective members are introduced to the boundless benefits of belonging to such a knowledgeable, helpful, resourceful and just plain nice group of people in Ottawa, across the country and our mirrored association in the United States.

Our Executive Meetings are held on the 2nd Thursday of the fall, winter and spring months and all are welcomed to attend and participate live or virtually.

Safe Boating is Happy Boating!
Stay safe this winter!

Robert Menard
Ottawa Squadron Commander
commander@boatottawa.ca
613 720 5058

MERIT MARK CERTIFICATE RECIPIENTS

What are Merit Mark Certificates? A Certificate is awarded to a member in good standing (Current Membership) who volunteers 20 hours of work during the last year being 2022. Once a member reaches a total of 20 Merit Marks, the member become a REGULAR LIFE member who no longer has to pay annual Membership Dues. Many Regular Life Members choose to continue paying their dues as a donation to CPS-ECP.

A total of 20 members of your Squadron (Ottawa) have volunteered for the year 2022 a total of 3,139 hours. This may be just the tip of the iceberg because many of our members volunteer at the Squadron, District and National Level. Many of our officers were not assigned any volunteer hours from the National Level!

Let's not forget a few members who volunteer for the Ottawa Boat and the Rideau District Picnic and other events unfortunately do not reach the magic number, but their assistance is greatly appreciated.

Here is the list of your volunteers from the Squadron who graciously volunteered many hours even with their extremely busy schedule in 2022:

Beaver, Thomas (14) – Carroll, Bryan A (21) – Craig, Robin (18) – Dalton, Peter (13) – Dandurand Robert (23) – De Vry, Bert (14) – Feltham, Joan (43) – Hall, William (24) – Hamilton, Linda (40) – Hamilton Terry (30) – Hansen, Peter (03) – Harkness, Court (12) – Hume, Valerie (18) – Johnstone, Cathie (38), Ladouceur, Guy (18) – Ladouceur, Marjorie (18) – Menard, Robert (04) – Obenauf, Axel (13) – Pettitt, Bruce (15) – Zarins, Mara (04)

The Certificates not picked up at the Picnic were sent by Canada Post recently.

In 2021, Ottawa Past Commander and Past District Commander Bryan A Carroll was awarded his Life Membership from CPS-ECP. We were not able to present it to him at that time but this year it was my great pleasure to present my friend and mentor (Continued on [page 2](#))

The 2023 – 2024 Executive Committee

Squadron Commander	Robert Menard
Immediate Past Commander	Court Harkness, SN
Executive Officer	V A C A N T
Administration Officer	Guy Ladouceur
Financial Officer	Dale Rabbie
Educational Officer	Robin Craig, CN
Membership Officer	Terry Hamilton, JN
A/Membership	Joan Feltham, <u>AP</u>
Secretary	Robert Dandurand, P
Communications Officer	William M. Hall, P
Public Relations	V A C A N T
Marketing Officer	V A C A N T
Regalia/Mailing Officer	Marjorie Ladouceur
Rideau Ripples Editor	Robert Dandurand, P
RVCC Coordinator	Peter Hansen
Social Affairs (Co-Chair)	Mara Zarins
Webmaster	Robin Craig, CN
Squadron Financial Review	David Root

Squadron Mailing Address

Ottawa Power and Sail Squadron
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Ottawa ON K1C 2E8

Cdr Robert Menard
613 720 5058

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

Bridge Meetings

2023

- 14 September
- 12 October
- 9 November
- 14 December

*all are welcomed to attend
and participate live or virtually*



Fly Your CPS-ECP flag proudly and promote our organization by networking with your dock mates and anyone on the water!

(Continued from [page 1](#))

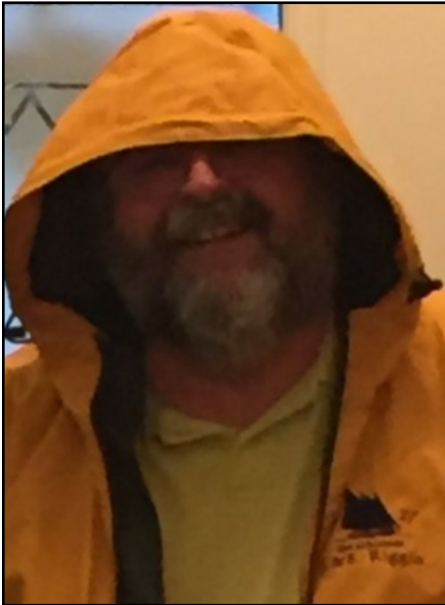


with his Life Member Flag, Plaque and Membership Card including a letter from the Chief Commander. Bryan, thank you for your service to the boating community and I know you are flying your new flag proudly!

Bryan, I know I am speaking for all the membership of the Ottawa Squadron when I say well done Sir and thank you for everything!

*Guy A. Ladouceur, P/Cdr & P/D/C
Ottawa Admin Officer*

Scuttlebutt



By Robert Dandurand, P

How safe are **lithium batteries on boats**? That is a question that is becoming increasingly important as more and more builders around the world are using lithium-ion batteries to power solar/electric vessels, and as more and more boat owners and guests are bringing small lithium-powered devices on board.

The technology is safe, but the risks increase with the batteries' misuse and the use of some accessories. And owners of both large and small vessels need to be more aware of how to prevent, and fight, fires caused by lithium-ion batteries. Boat owners need to follow manufacturers' guidance for installing and maintaining lithium batteries, and that devices should not be left on charge when no one is on board the yacht. And no one on board should use uncertified equipment or substandard adaptors and chargers for cell phones and tablets.

Source:

<https://www.mby.com/news/boatindustrial-panel-lithium-ion-batteries-safety-125897>

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There are 1,864 islands in the Thousand Islands but what qualifies as an island, you ask? An island must meet two criteria: it must be above water 365 days a year and it must support a living tree. Tom Thumb Island barely makes the cut. It is just upriver from the Canadian span of the Thousand Islands Bridge with just one tree and only a few square feet staying above water all year.

Source: 1000 Islands Visitors Guide

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Nautical flags have a rich history, and their evolution over time has been fascinating. Nautical flags have been used for centuries to communicate between ships at sea. They are essential tools for sailors to convey important information without the need for modern communication technologies.

The use of flags for communication between ships dates back to the 17th century. Back then, ships would use flags to signal their identities, affiliations, and intentions. Nautical flags were initially used in ancient military encounters to signal actions to other fleet members. In the past, flag communication was limited, and the primary use was to signal the need for a conference where more detailed instructions could be given. The Royal Navy's Permanent Fighting Instructions, which comprised 45 mixed

messages using 11 flags, directly resulted from signals developed during the Anglo-Dutch naval wars of the mid-1700s.

The use of nautical flags evolved, with new flags being introduced to communicate more specific information.

In the 19th century, the International Code of Signals was established to standardize the use of nautical flags. This code uses a combination of signal flags, alphabet flags, and numeral pennants to convey messages. Each flag represents a letter or a number, and the messages are spelled out by stringing together the appropriate flags.

Today, nautical flags are still used for communication between ships, but their use has expanded to include decoration and identification. For example, yacht clubs often use burgee flags to identify themselves, and boats may fly a particular flag to indicate their nationality or affiliation.

Source:

https://asa.com/news/2023/06/14/nautical-flags-origins-uses-meanings/?utm_source=asj&utm_medium=email&utm_campaign=ASJ_2023_06_16

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“Properly arranged and stored, experience is the mother of what is called presence of mind, the most necessary mental part for a seaman to possess. Without it, he will be a menace to his/her own safety and a threat of danger to others. Presence of mind is simply applied forethought. You do in an emergency without apparent reflection the

right thing, and save your boat, your life, or somebody else's life.

People who see the act, exclaim, "What wonderful presence of mind!" but would be more correct if they exclaimed, "What perfect presence of plan!" You have simply executed at a moment's notice a plan of action that has been stored away in your mind, perhaps for years."

Source: from *'On Yachts and Yacht Handling'*, by Thomas Fleming Day (published in 1901)

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A bucket is a wonderful thing—keep one near you at all times. Clean, well-maintained boats need buckets just as much as leaky old ones.

A good bucket is a wonderful safety aid. Detailed analysis of entirely invented accident statistics prove that buckets have saved more lives than buoyancy aids. Few boat bilge pumps can match

the water-shifting power of a frightened man with a bucket.

Source:

<https://mail.google.com/mail/u/0/#inbox/WhctKKXxCxHrvMMMgqlcpWTNNzvqlRQfGpjsZPJTrqqMnzDmxTsnFtZmGbZNRwKnHbTBtzL>

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Sun dog

While a rainbow usually signals an end to the rain, a sundog (a low winter Sun shining through ice crystals in a thin layer of Cirrostratus cloud) often means that rain is on the way—often within the next 24 hours. Next time you see a sundog, look out for foul or wet weather!

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The Bookshelf

By Robert Dandurand, P

DEMON OF THE WATERS by Gregory Gibson, 2002, hardcover, 308pp. Based on the long-lost journal of a 17-year-old mid-shipman of the naval expedition with orders to apprehend the mutineers, it is the first eyewitness account of the 1825 mutiny on the whaleship *Globe*, the goriest crime in American maritime history.

THE BATTLE OF THE ST. LAWRENCE – THE SECOND WORLD WAR IN CANADA by Nathan M. Greenfield, 2004, hardcover, some photographs,

287pp. A well researched retelling of the battles of the St. Lawrence and the Canadian response to the sinking of ships, loss of life and the U-Boat threat, using witness accounts and official documentation.

SAIL AWAY – STORIES OF ESCAPING TO SEA edited by Lena Lencek and Gideon Bosker, 2001, softcover, 335pp. A collection of nearly two dozen stories, novel excerpts and narratives, each one unique, about taking to the water.

CRUISING UNDER SAIL by Eric Hiscock, 1981, hardcover, very illustrated, 551pp.

Hiscock has made it around the world more than once in smallish craft, with only his wife Susan for crew. An essential primer for anyone who aspires to cruise blue waters in anything bigger than a dinghy. The book packs both basic data for the aspiring cruiser and sophisticated opinions for the expert.

CAST AWAY – EPIC TRUE STORIES OF SHIPWRECK, PIRACY AND MUTINY ON THE HIGH SEAS by Joseph Cummins, 2008, softcover, illustrations, 335pp. Often in the words of the marooned, the survivors, the fortunate few. Twenty-four amazing historical events.

Fourth Annual Squadron Photo Contest Winner



Sunset off the NSC. The photo was taken by Angela Kelly. The winning photographer will receive an OPSS cap, a polo shirt and a \$25 The Chandlery gift certificate.

Second Place



Line up for the lock at Fenelon Falls. The photo was taken by Robert Morgan. The photographer will receive either an OPSS polo shirt or cap.

Called Lake Superior for a reason



- Lake Superior contains ten percent of all the fresh water on the planet Earth.
 - It covers 82,000 square kilometers or 31,700 square miles.
 - The average depth is 147 meters or 483 feet.
 - There have been about 350 shipwrecks recorded in Lake Superior
 - Lake Superior is, by surface area, the largest lake in the world.
 - A Jesuit priest in 1668 named it Lac Tracy, but that name was never officially adopted.
 - It contains as much water as all the other Great Lakes combined, plus three extra Lake Erie!
 - There is a small outflow from the lake at St. Mary's River (Sault Ste Marie) into Lake Huron, but it takes almost two centuries for the water to be completely replaced.
 - There is enough water in Lake Superior to cover all of North and South America with water one foot deep.
 - Lake Superior was formed during the last glacial retreat, making it one of the earth's youngest major features at only about 10,000 years old.
 - The deepest point in the lake is 405 meters or 1,333 feet.
 - There are 78 different species of fish that call the big lake home.
 - The maximum wave ever recorded on Lake Superior was 9.45 meters or 31 feet high.
 - If you stretched the shoreline of Lake Superior out to a straight line, it would be 1,703 miles. This is equivalent to 2 741 kilometers or 1,480 nautical miles.
 - Over 300 streams and rivers empty into Lake Superior with the largest source being the Nipigon River.
 - The average underwater visibility of Lake Superior is about 8 meters or 27 feet, making it the cleanest and clearest of the Great Lakes Underwater visibility in some spots reaches 30 meters.
 - In the summer, the sun sets more than 35 minutes later on the western shore of Lake Superior than at its southeastern edge.
 - Some of the world's oldest rocks, formed about 2.7 billion years ago, can be found on the Ontario shore of Lake Superior.
 - It very rarely freezes over completely, and then usually just for a few hours. Complete freezing occurred in 1962, 1979, 2003 and 2009.
- Source** for lots more:
https://en.wikipedia.org/wiki/Lake_Superior

Cruise 2023

By Robert Morgan

Like ALL holiday cruises I've done over the last 20 years it all began with preparation.

In the spring at our regular sushi night dinners we decided on cruising up the Trent-Severn waterway (a National Historic Site). We were not sure how far up the Trent we could go in one month but that did not matter. Captain Jim aka "The Iceman" would lead us on.

We knew we would have lots of time to play cards, play golf and, of course, sample the local cuisine. Our crews had different expectations. With so many quaint towns, our crews were looking forward to this "Shopping Cruise".

Jim & Cathie first had to bring "Holidaze" (their 1985 38' Chris Craft Corinthian) up from their home port near Manotick, with 14 locks and 96 km to get to Big Rideau Lake, which is our starting point.

Holidaze departed on Thursday July 13th only to have to return home due to an engine problem. The delay of two days would put off their plans to eat at a great restaurant in Smith Falls (My Place) on Friday evening. Jim and Cathie decided to keep their dinner reservation at My Place and drove by car. Rachel and I met them there for dinner. A good start to the holidays. Holidaze made it up to Portland on the Rideau on Monday and we had dinner with them at the Galley Restaurant in Portland.

I thought I Docked'R (1987 44' Tollycraft) was primed and ready to go. I even had a new VHF radio with an AIS receiver. This would come in handy to follow Holidaze SOG (speed over ground). With the extra time my wife Rachel, always the practical one, thought I should change my starting batteries because of the questionable condition of one of them. I said it shouldn't be a problem, but on reconsidering, I phoned Steve at Lens Cove Marina and he ordered three large 4D starting batteries to arrive the next day in the morning. Like clockwork they came and were installed.

Off I Docked'R and Holidaze went to begin their 68.5 km and 15 lock journey to Kingston.

We usually take two days to go down to Kingston by boat. My navigator reminded me to switch my buoy marker indicator after Newboro lock, because we now were going down stream.

We had purchased lockage and mooring passes this year because we knew there were not a lot of opportunities to anchor out on the Trent. Especially with Captain Ebony, our 6-year-old Portuguese water dog, who has motion sickness, and is more of a Dirt Dog.

Our first night (Tuesday 18th) was spent at the top of Jones Falls locks and the next day we stayed at the bottom of Kingston Mills lock.

I played a music CD of Raymond Laforest, a former canalman at Jones Falls, as we went through the Locks. That was a nostalgic moment.

We had reserved a dock at Kingston Confederation Basin in downtown Kingston before the cruise began to ensure the slip for Wednesday July 19th. With the delay in departure I was able to change our day to Thursday 20th. Tuesday I called to see if we could arrive on the 19th but the Marina was now full. The next day we had to wait for the Lift Bridge in Kingston to open. Both boats are too high to fit under the LaSalle causeway bridge of 14 feet.

It's best to get into Confederation Basin before the afternoon because of the increased wind causing difficulty in docking. Kingston is a great port to visit. Lots of restaurants and, of course, shopping! The crews were happy. They spent the day shopping and the three Captains (Bob, Jim and Ebony) roamed around testing ice cream. Little did we know this was the beginning of our "Ice Cream Cruise"! The Iceman would later be called the Ice Cream Man! The two Captains had lunch at Sally's Roti Shop and that evening we had a great dinner at Amadeus restaurant with friends that came to meet us.

Friday July 21st, we set off to Napanee. We moored at Conservation Park in Downtown Napanee and had power and a slip for 20\$ (no matter the size of boat). We love this place, which can get busy. By the end of the afternoon all places on the dock were full. The neat thing about the Napanee River is that it has its own tide, varying from 6 to 16 inches ("seiche" effect). Napanee has a great trail along the river to walk the dog, beautiful waterfalls and superb bathing suit shopping as

our crews will attest. We spent two days here, one for a round of golf at Napanee Golf & Country Club. We took a taxi to the Coachman restaurant to celebrate a birthday. This restaurant has a fabulous menu and once a month has a extraordinary seafood buffet. Our friendly taxi driver showed us Avril Lavigne's old haunt, La Pizzeria, and pointed out the factory of the former Gibbard furniture.

Our card games began that night, unfortunately no cribbage. The crew did not respect their Captains by letting them win. In fact, it was very embarrassing to keep losing to the crew. I think that is what lead us to eat so much ice cream this cruise (six Kawartha ice cream cones and one Gelato).

Sunday July 23rd, we headed back down the Napanee River to the Bay of Quinte and on to Trenton. We filled up with gas and diesel and topped up the water at the Trenton Marina fuel dock. It is not inside the marina and we had to call the Marina on VHF 68 to send someone over.

On we travelled to Lock 5. July 24th, we stopped at the top of Healey Falls Flight Lock and like many Parks Canada locks there was a lot of Canada Goose droppings.

Unlike the Rideau canal the water was not as inviting below Peterborough to swim. We were warned of Blue algae. But like the Rideau lots of wildlife: Ospreys, Herons, Swans, turtles, etc.

July 25th & 26th, we stayed in Peterborough at the marina. The crew went shopping and Jim and I

played golf at Kawartha Lakes Golf and Country Club. The putting greens were tough! Wednesday and Saturday night they had a music festival in the park beside the marina.

July 28th & 29th, we stayed in Bobcaygon at the bottom of Lock 32 with power. This is a great town to stop and explore. It is clean, has several restaurants and good shopping. Most of the stores have

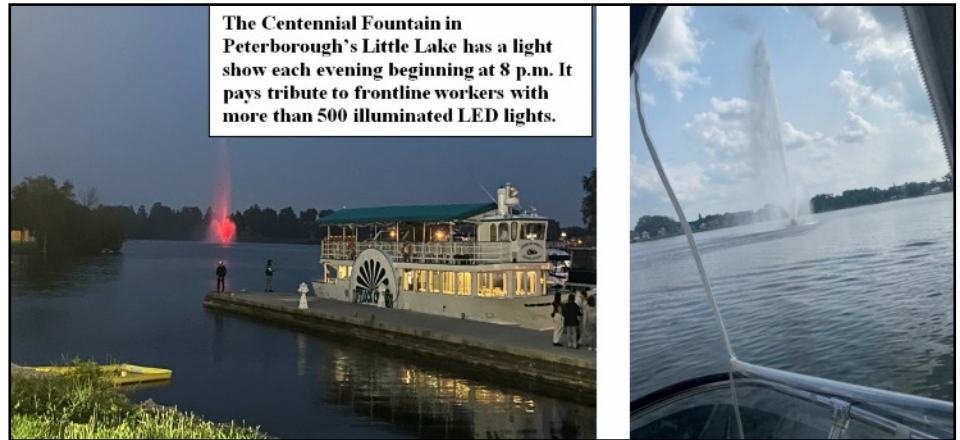


Photo of Centennial Fountain

It is here that we began to realize how many "Loopers" were going up the system. We met a few American boats going down the Rideau Canal, but not this many. We never had so many inquiries about our Life Member CPS flags. They also were very impressed how courteous and helpful our lock staff are.

On July 27th, we passed through the Historic Peterborough Lift Lock and stayed at the top of Burleigh Falls Lock (Lock 28) and had a nice dinner at the Burleigh Falls Inn. It was too hot to cook onboard.



the Bigleys name. Kawartha ice cream was again a hit for all three Captains. I think I might buy shares in Kawartha. They have been making ice cream since 1937 with 100% Canadian milk! Our vessels sat lower in the water when we left Bobcaygon due to all the supplies the crew hid aboard. Jim and I were going to play golf but, unfortunately, got rained out. There are no taxis here or in Fenelon Falls. If you order one from Lindsay the fare starts at over 80\$!!

On July 30th, we cruised to Fenelon Falls (Lock 34) which we had power, and, for the first time, water. That night after dinner we went to see the play "The Million Dollar Quartet" at the Grove Theater (in 1956, a legendary jam session with Johnny Cash, Jerry Lee Lewis, Carl Perkins and Elvis Presley, which took place at Sun Records).

Photo Lock 21 entering bottom of Peterborough Lift Lock (left)



Again our sampling of Kawartha ice cream continued.

On August 1st, we stayed at Lakefield on the Otonabee River. A very pretty town. We bought some very tasty

August 2nd, we stayed at Scott Mills (Lock 19) at Peterborough. That night there was a storm with hail the size of small golf balls in Peterborough but it spared us. We stayed at Hastings the next night and ate at McGillicafey's Pub. The karaoke was a little too much for us. I suggested to Jim I could try singing and he was going to leave.

We cruised then to Campbellford and stayed at Old Mill Park (best to make reservations). In Campbellford they have a world class Bakery Dooher's voted the sweetest Bakery in Canada 2018-2019. We had our best meal at the Dockside Bistro.

On August 5th, we stayed at Trent Port Marina, which has great facilities. The laundry machines were free, but surprisingly the crew had no interest in trying them out. The next night, we anchored out at Glen Island on the Long Reach in the Bay of Quinte.

Monday, August 7th, we headed to Kingston Marina for the night due to the possibility of a storm. Our final night together was at Newboro locks where we went for our last dinner at Sterling Lodge. The coconut cream pie was superb as was our holiday!

After 114 locks, 625 miles, \$\$\$\$ in fuel, six Kawartha ice cream cones later, our cruise was over.

For us it was a great trip with good friends. There is nothing like being on the water. Looking forward to next year's cruise.

*Jim & Cathie
Bob, Rachel and Ebony*

Photo Fenelon Falls Park

This was the point we decided to turn around and head back, as we had reached the half way point of our 4-week vacation.

On July 31st, we cruised to Buckhorn (Lock 31). This allowed us to settle our craving for Chinese food. We ate at the Cody Inn, an excellent meal with enough leftovers for lunch the next day!



Holidaze on Otonabee River

Blue cheese at "The Cheesy Fromage" and had dinner at the Cassis Bistro next door. Best to have reservations we were told. It was the best! The following day at "Happy Hour" Jim and I tasted the Blue cheese.

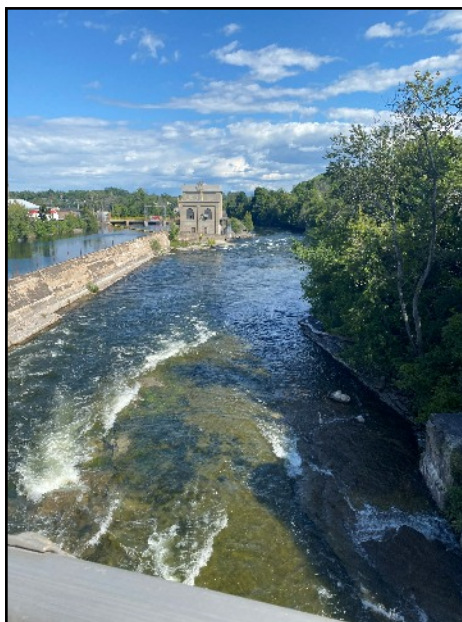


Photo Lakefield

The tale of the lost dinghy

By Emily Carter

It was just four hours. Four hours that we didn't glance over to the aft of the boat to make sure everything was in order. Four hours that all our energy was directed towards the bow, at the anchor, making sure we were holding properly. Four hours we were so focused on our home, the big ship, that we forgot about the little ship, our mode of transportation. And so, when I looked to find it, it was gone. Floated away as if it had a mind of its own. Off to explore some uncharted territory. You'd think the little boat grew tired of being tied to the big boat and was craving some freedom. So off it went, following the wind, the current, or even its heart. Here I am, missing it dearly, and left to wonder where she ended up.

I also wonder, what happened to all the other dinghies. Do they all drift off to the same place and get together to exchange salty stories? How many boat owners have mourned their loss and wondered what in the world happened to those beloved tenders. Searching every nook of an island hoping to see it turn up around the next corner. Looking at some rocks and hoping they would materialize into their beloved dinghy.

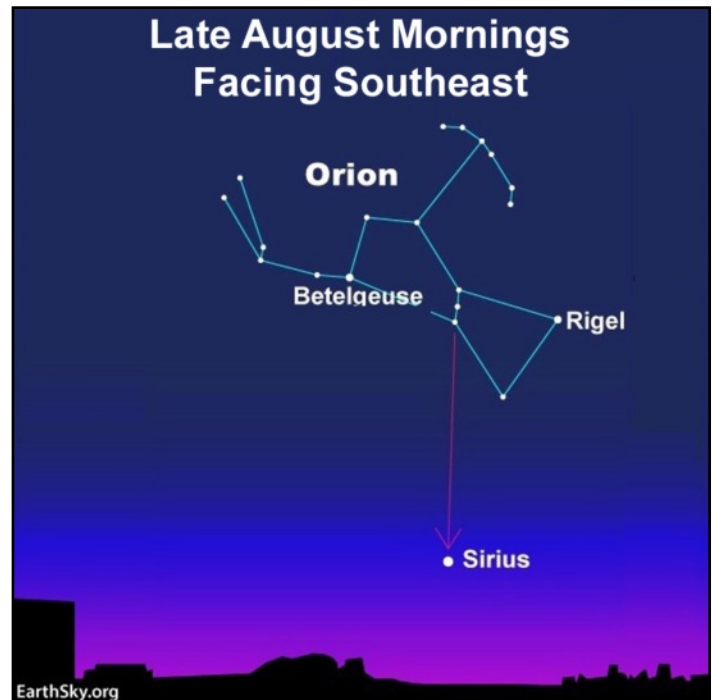
It's a club full of members who'd rather not be part of it, as the initial membership fee is a hefty one. But they all have one thing in common, they tie one, two or more very secure knots to their tenders. To ensure their rival, the long lost dinghy club, doesn't get one new member.



Now for sale: <https://www.kijiji.ca/v-canoe-kayak-paddle-boat/gatineau/achilles-102-inflatable-rollup-dinghy/1657731296>

Looking to the night sky

Orion the Hunter & Sirius the Dog Star



In late August and early September, look for two hints of the changing season in the predawn sky: Orion the Hunter and Sirius the Dog Star. Recognizable for the short straight line of three stars that make up his Belt, Orion rises before dawn at this time of year. And the sky's brightest star, Sirius – also known as the Dog Star, as it's part of the constellation Canis Major the Greater Dog – follows Orion into the sky as the predawn darkness gives way to dawn.

It's so bright that, when it's low in the sky, it shines with glints of red and flashes of blue. That's the effect of our thick atmosphere causing its light to waver, or twinkle.

Source: https://earthsky.org/tonight/orion-heralds-return-of-sirius/?mc_cid=192ba7c2e4&mc_eid=63ad883438

Shipwrecks and the Ottawa River.

By Robert Dandurand, P

By happenstance, I was watching the news and found out that there are about a dozen sites near downtown Ottawa where shipwrecks might be found. Here are some links.

https://archives.internetscout.org/r94515/shipwrecks_of_the_ottawa_river_and_rideau_canal

<https://padlet.com/jaime6simons/shipwrecks-of-the-ottawa-river-and-rideau-canal-fnkkvgdz99pr711e>

<https://ottawariver.org/pdf/10-ch2-8.pdf>

<https://ottawarewind.com/2014/01/25/the-jean-richard-ottawas-hidden-shipwreck/>

<https://ottawacitizen.com/travel/daytripping-for-treasure-and-a-shipwreck-along-the-ottawa-river>



"I could've sworn that I buried last year's Halloween candy here."

Modern forecasting technology

Modern forecasting technology presumes to tell us what the atmosphere will be doing for as many as 10 days into the future, but its accuracy seems to hold for only the first three. The fourth day is generally a hazy interpretation of reality, while the fifth and beyond might as well be karmic astrology.

Milo Stanley
A voyaging dream fulfilled



*This is a ship-shipping ship,
shipping shipping ships.*



What's in a Name
Wood Too, Wood Not

2023 Annual Rideau District Picnic hosted by Ottawa Squadron



Another popular picnic has come and gone, plus a few memories were made once again. It was a gorgeous day on Monday June 19, 2023.

The Rideau District Picnic is organized by the members of the Ottawa Squadron but all members, family, and friends from all three Squadrons (Brockville, Kingston and Ottawa) are invited to attend free of charge.

The planning for the event is performed by a select few people:

- Food: Terry & Linda Hamilton, Marjorie
- Logistics: Guy Ladouceur
- BBQ Chefs: Terry Hamilton, Axel Obenauf, and Court Harkness
- Helpers for Set Up and Tear Down: Linda Hamilton, Marjorie & Holly Ladouceur plus many others who assisted.
- Our fabulous Auctioneer Robert Morgan and his lovely Assistant Robin Craig and their able money man Robert Menard who manage to keep straight all those purchases that were flying around.
- A big Thank You to everyone who manage to set up the tables and chairs for the Auction and return them back after most of the articles had been sold. You were the best!



We were 52 in attendance with 17 regrets. We had 32 members, 14 Non-Members and 6 guests from America's Great Loop Cruisers' Association who happen to be in the area. Thank you goes to our member Daryl Banke for

inviting them, and our group welcomed them with open arms.

Banke, Daryl - Bemis Gary and Carol Doyle Bemis - Bilous, Walter and Doris – **Busch, Christopher & Laura (AGLCA)** - Carroll, Bryan and Chris - Cox, Ken, Holly, Jacob and Matthew - Craig, Robin and Craig Karen - Dandurand, Robert and Lisa - Feltham, Joan Gregory, Richard and Matthew - Hamilton, Terry and Linda - Harkness, Court and Carol - Hodges, James and Tim - Hopkins, Kathleen - Hume, Valerie - Ladouceur, Guy, Marjorie and Holly - **Lang, Swen and Katja (AGLCA)** - Macaluso, Joe and Kiff-Macaluso - McLean, Christopher - Menard, Robert (Ottawa Commander) and Aitken, Dawne - Morgan, Robert and Rachel - Obenauf, Axel (District Commander) - Olchowski, Carol - Omond, Dave - Sonley, Roderick and Joanne - Testart, Steven (Kingston) - Tudin, Donald - **Udin, Mike and Jody (AGLCA)** - Vooberg, Julie, Simon and Andrew.

I am positive that none went home hungry or thirsty. There was little food or drinks to take home.

The 2023 Merit Mark Certificates were handed out and I will report with another article in this Newsletter.

Commander Robert Menard and the Picnic Organizing Team hope that everyone who attended had a great time plus meeting new boating friends. As I write this article, the boating season is almost over but do not give up yet. Enjoy the Fall Colours and many great boating days.

Mark your 2024 Calendar ... **Monday, June 17, 2024** ... Plan on attending the Rideau District Picnic and bring a friend!



Be Safe out there,

*Guy A. Ladouceur,
Rideau District Picnic Chair*

Local Supporters



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