



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



Spring is in the air, and we should all have our job lists ready for our boats and some have already started their spring cleaning. The weather has been rather odd this winter and late spring snow would not be surprising.

The Ottawa Outdoor and Boat Show 2024 was a great success thanks to its organizer Guy Ladouceur. A special thanks goes out to all the volunteer watchkeepers.

The Ottawa Squadron is facing difficulties in filling key positions on the Executive Committee, and I am reaching out to you for help. If anyone can spare just a few hours each month, we sure could use your help. There is no specific expertise required for these roles and meetings can be attended virtually. Give me a call anytime.

We will be hosting the Rideau District BBQ once again at the RCMP Campsite on June 10th and you are most welcome to join us. It's a great opportunity to visit with old friends and to make new ones. You may bring friends or family... there will be plenty of food for everyone. Attendance is FREE but please remember to RSVP Guy Ladouceur at his email address dmo-rideau@cps-ecp.org so we can prepare accordingly. We will be having a SILENT auction as well. We would appreciate a donation of your nautical items that you no longer need for sale at the auction!!

Safe boating is happy boating! Take an extra course or tell your friends about us.

Enjoy the boating season!

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



The 2023 – 2024 Executive Committee

Squadron Commander	Robert Menard
Immediate Past Commander	Axel Obenauf
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 Events Calendar

Bridge Meetings

2024

- 22 April
- 13 June
- 12 September
- 10 October
- 14 November

Annual General Meeting

- 09 May

Squadron & District Annual Picnic

- 10 June

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



Squadron Mailing Address

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Ottawa ON K1C 2E8

Cdr Robert Menard
613 720 5058

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

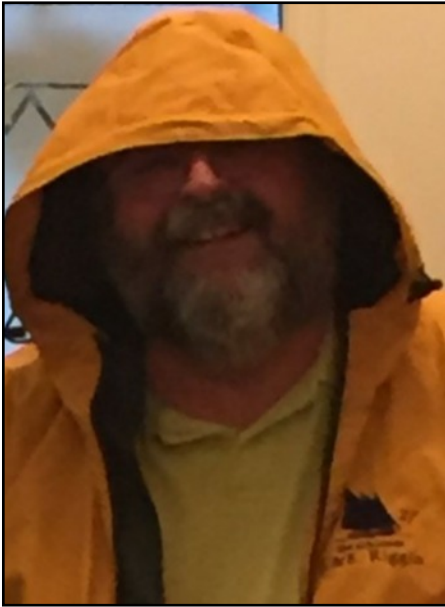


Please check the website for updates and latest information:

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!

Scuttlebutt



By Robert Dandurand, P

We are grateful for everyone helping to support the OPSS's goals and objectives. To join this crew, consider standing for election as a member of the Executive Committee or offering your time and talents to fill one of numerous duties, such as becoming editor of the Rideau Ripples newsletter. Contact our Commander, Robert Menard, to find out more, at Commander@boatottawa.ca

Summer Sailstice is in June: it is the annual global celebration of sailing held on the weekend nearest to the summer solstice and the longest days of the year in the northern hemisphere. This is an opportunity to meet other sailors nearby or to get involved with sailing clubs and organizations around you. We are seeking volunteers to organize an event in our District. Contact the Ottawa Power and Sail Squadron

Commander, Robert Menard, at Commander@boatottawa.ca

Source:
<https://summersailstice.com/>

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National Safe Boating Awareness Week takes place across Canada from May 18-24, 2024. The purpose of this initiative is to promote safe and responsible boating practices. To help boaters focus on what is important, we promote five key boating safety messages directed towards the most common boating related incidents. They include: Wear Your lifejacket; Boat Sober; Be Prepared (you and your vessel); Take a Boating Course; and Be Cold Water Safe.

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The need for a system for an endangered ship to seek help while it is stranded in the middle of an ocean has been felt ever since the first voyage happened. Sailors, since long, have used one or the other form of such emergency signals, the earliest one being use of a flag. In much older times, a ship in trouble would hoist a flag, upside down so that any ship in the distance would see it and realize that there is a ship that needs help. The flags were limited to being used by day and lanterns at night.

Later, the flag and ball version of this method came, along with use of any object that would attract attention from by-passers. Other most commonly used distress signals include maritime signal flares where a flare is let up in the sky from a troubled ship, for ships

or people on shore or on nearby ships to notice and send help.

As per the international rules set later, these flares, when fired at an interval of a minute, indicate a ship in extreme danger and asking for help. This, however, is the form used today, an earlier version of which was developed by Martha Coston (https://en.wikipedia.org/wiki/Martha_Coston). She developed an elaborate flare system which was colour-coded to allow even more clarity to maritime signal flares. Somewhere around the 1850s, she improved a system whose framework had been laid by her deceased husband.

The system underwent many modifications and was later taken up by the American marine services and standardized to be used all over America.

Source:
<https://www.marineinsight.com/maritime-history/history-of-maritime-distress-signals/>

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Fire extinguishers are a Canadian Coast Guard requirement, and every boating instruction manual starts by telling you how many you need, where to mount them, and how to use them. Unfortunately, the manuals never go beyond that simplistic guidance. Perhaps the most generally useful item is a fire blanket. Made of fiberglass or treated wool, they take little space, little training, and do things extinguishers don't and are not expensive.

Because fire blankets do not conduct electricity, they are safe

for electrical fires. They can smother flames without causing electric shock.

What about a wet and wrung-out cotton towel? It can be highly effective. However, any cook knows that water can cause a grease fire to nearly explode, so a wet towel should never be used near grease unless you make certain the lid is on the pan.



You should fold your fire blanket accordion style, as you do a paper map; Z-fold on the long axis, and then Z-fold the other way. Grab a corner and it pops out flat.

When fire strikes, rapid but cool-headed response can make all the difference. In the case of an engine fire in a cramped space, a fire extinguisher, particularly if discharge through a fire port is possible, is probably the only practical response.

However, in many lesser complex fires, a fire blanket and water represent a practical approach. To learn more, check out this link.

Source: https://www.practical-sailor.com/safety-seamanship/top-fire-blankets-for-the-offshore-sailor?MailingID=1506&sc=WIR20240204-SurvivalAtSea&st=email&utm_source=ActiveCampaign&utm_medium=email&utm_content=Onboard+Fire+Fighting&utm_campaign=WIR20240204-SurvivalAtSea

Fiberglass pollution: a digest.

Research has already shown that microplastics impact fish health, disrupting eating behaviour, brain development and immune systems. For human health, seafood contaminated with fibreglass is worrisome: the material is associated with a range of serious health issues, including heart and respiratory disease, as well as cancer and chronic lung disease.

With so many leisure boats, many likely to be made from fibreglass, there is no doubt that the material is coming from these boats. One avenue of contamination is the scraping and grinding of hulls in waterside boatyards when removing and repairing damaged sections of fibreglass. While not routine, this generates a significant amount of airborne dust that then drifts onto adjacent water.

Dumped and abandoned boats are also culprits in the spread of dangerous fibreglass particles into the marine environment. Boats scrape against the sand and rocks at low tide and are degraded by the scorching sun.



The problem is much broader than fibreglass, since hulls, especially commercial vessel hulls, shed microplastics from paints. One 2021 study suggested that particles shed from hulls contributed up to 35 per cent of microplastics in oceans.

Fibreglass — also known as glass-reinforced plastic or fibre-reinforced plastic — was first produced commercially in the 1930s. Manufacturers weave fine strands of glass into a matrix of plastic resins (polyester, phenolic and epoxy) to form a strong but relatively flexible material.

In the 1950s, it became the go-to material for boat building. Combining affordability with adaptability, molded fibreglass hulls could be made for a fraction of the cost of wood.

Fibreglass also has various advantages over aluminum as a boat building material.

Because they tend to weigh more, fibreglass boats have better sea qualities — greater general stability, less tendency to drift and greater ability to cut through waves.

Fibreglass boats conquered the market.

Fibreglass has also been widely used for smaller recreational fishing vessels.

Recycling is not an option. The complex composition of fibreglass gives it basically zero scrap value — unlike, say, metal in a car. The lack of legislation around both ownership and disposal of vessels encourages the dumping or sinking of vast numbers of spent boats that then leach all sorts of contaminants into the sea.

In North America, people like John Roe are also raising the alarm. Co-founder of the Dead Boats Disposal Society based in Victoria, B.C. The dead boats don't retain their structure once submerged, and then they break up, ending up in our food chain, Roe writes in an email. In 2022, the society estimated there were at least 2,400 problematic abandoned boats in British Columbia alone.

The best route for tackling the damage from abandoned boats, Roe says, is pinning greater

responsibility on boat owners for responsible disposal, as well as on the wider leisure boat industry to help by providing more ecological ways to both maintain boats and dispose of them at the end of their life. He also wants proper ownership records and clear licensing of pleasure vessels, perhaps a plating system or identification marks stamped on hulls, along with insurance with end-of-life requirements. Roe also suggests something along the lines of amnesty, a “turn in your boat day.”

Source: https://thetyee.ca/News/2023/07/24/Huge-Threat-Fibreglass-Healthy-Sea-Life/?utm_source=national&utm_medium=email&utm_campaign=270723

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The Ottawa Boat and Outdoors Show

February 22-25, 2023!



Well, the Ottawa Boat and Outdoors Show is now over, and we had a great time in our 10' X 20' booth. We were surrounded by the Royal Canadian Mounted Police, the Ontario Provincial Police, Transport Canada and the Friends of the Rideau.

The Organizers reported that the attendance was 9,000 participants. It was quiet on Thursday and Friday, but Saturday and Sunday were busier.

The photo depicts our District Commander Axel Obenauf and his lovely wife Lynda, a member as well. The many Watchkeepers staffed the booth for the four days and totalled 176 hours. The list is as follows: Daryl Banke – Bryan Carroll – Peter Hansen – Cathie Johnstone – Marjorie Ladouceur – Jim MacLeod – Robert Menard – Rolly and Sandie Nantel - David Omond – Dale Rabbie – David Root and Michael Thornber. Our Grandsons Noah and Isaac acted as Junior Captains looking after the Simulator on Sunday. Our daughter Chantal and son-in-law Jason helped us by bringing the Simulator, District Booth, etc. to our Dymon Storage location.

We must say thank you to Linda and Terry Hamilton for organizing the Dymon Storage location. Upon returning after the Show, we opened the door and there was a place to store all our pieces of equipment. Thank you; five minutes and we were on our way out.

The National Draw being an ICOM M510 Fixed Mount VHF with Wireless Smart Device Operation and a CT M500 External Interface Box with NMA2000. Valued at \$1,000.00. **Our winner is Charles VILLANYI-BOKOR a member for the Ottawa Squadron.** His name will be added to the individual winners from Toronto, Vancouver, Halifax, Montreal, Calgary, Ottawa, London and Moncton. The draw will be done sometime in April 2024.

The Boat Show was a success and everyone had a great time participating.

I look forward to working with you at the 2025 Ottawa Boat and Outdoors Show.

Guy

Guy A. Ladouceur

The Rideau District Annual Picnic

Monday, June 10th, 2024



The Planning is in its early stages, we have the date picked but for reasons uncontrollable we had to change it to Monday June 10th, 2024!

The Picnic is organized by the Ottawa Squadron, but it is open to all the members of the Rideau District in Brockville, Kingston and our own Squadron. Family members and possible members are invited to attend. As in the past, everyone attends for free to have a great day, good food and mingle with everyone and maybe go home with an article from the Auction.

The Plan is to organize a Picnic like we did in 2012. The total of attendees was 106. The best we ever organized!

This means mark your calendar

<> Monday, June 10, 2024 <>

A personal e-mail will be sent to all the Past Squadron Commanders, Life members and long-time members of the Rideau Squadrons now and past which includes those from Rideau Lakes, Oiseau Rock, Cornwall, Britannia, Brockville, Kingston and Ottawa.

The weather will not affect us because this will be 12 years since 2012 and we know how to organize a Picnic!

For any other information, please contact dmo-rideau@cps-ecp.org – Guy Ladouceur

A Dream Catches Fire

By Robert Dandurand

It was a crisp day in early May... when the blazing sun gives no warmth, you can still see your breath and the sky is so blue it lifts you from your feet. The ground wet with puddles, like hopscotch squares, to be avoided. The season had barely begun, tarps were folded back, electrical wires whipped like elongated snakes in the yellow grass while sanders whirred.

In some areas boats were already in the water but this section of the St. Lawrence is plagued with “les mers de mai” (month of May seas). Persistent high winds and broiling waters make perilous any attempt at installing docks or launching. Launch weekend is usually near Victoria Day.

None of the enthusiasts were “accessorized” sailors, No electronic equipment, no fancy clubhouse. They rented winter storage for a minimal fee in Old Man John’s backyard rather than at the marina. John, 76, white wispy hair, benevolent face, smiling eyes, thick farmer’s body, sat bundled in his rocker on his back porch, overlooking the hubbub in front of him.

Eight boats, a mixture of factory fiberglass, wood, and custom steel hulls, were lined up between the chicken coop and the barn. First

from the house was a steel-hulled 24-foot catamaran. Dr. Hitch wouldn’t appear until St. Jean-Batiste Day when he painted one of the two white hulls (he alternated yearly) to launch on Canada Day. The busy heart surgeon might motor around the Sorel Islands a dozen times in a season, no more, before hauling out in late August, again parking next to the hen house.

Then there was Caroline. By a stretch of the imagination, she could be called a houseboat. She was actually a trailer on a pair of aluminium floats powered by two 55HP outboards. She exerted a strange affliction on curly haired Maurice. He had rushed to the bank to take out a loan, spending money on her as he might have on a mistress. He had visions of puttering along, fishing and sipping a beer while his wife enjoyed the amenities of a floating kitchen, HA! It didn’t work out as planned and Mo was going to the bank monthly to, as his wife put it, “pay dearly for his foolishness”. Poor, neglected Caroline sulked, waiting patiently for a sugar daddy.

Burt’s Norlys was next. An Archer-type double ender, built from scratch by this middle-aged engineer. He laid the keel two years ago, working at it every moment he wasn’t at the factory. This past winter, he broke his lease on the apartment and moved

aboard after installing a Dickenson diesel stove. His mini-van and boat overflowed with all his possessions, mainly tools and sailing equipment. His story is worth hearing, but not today.

The fourth vessel in line was Pat’s Grampian 26. He showed up to start modifying it into a single-hander since Angela was pregnant and wouldn’t crew this summer. Wherever he went, his cellphone followed, its shrill ringtone announcing either a new crew member or an errand to run.

My Norstar 22, Orion, neighbored the Grampian. Lisa and I felt it needed little work today, other than storing the tarpaulin, airing the cabin, and washing her down. We had done most of our chores in the fall during an unusually warm spell. We were to help Burt in nailing copper sheets to Norlys’ hull.

Nobody knew the owner of the Shark. It was a new addition to the barnyard. When asked, John would only say the owner showed up, trailering the boat behind her Subaru last September and politely asked if she could entrust him with her baby, TARAntula, for the winter. He agreed, pocketed the tax-free money and didn’t bother to ask for a name.

Both the Tanzer 22 and a Nordica were orphaned today and remained covered in tarps. Last in line was Ian’s wooden cutter,

eemaneedram. Laid up all last summer, Ian stripped and sanded every weekend. He would drive the hour and a half from his Montreal apartment with a trunk full of tools. Even in late March cold, he kept removing planks and refitting the hull with new ones. Today he was scraping off deep sea green paint with a blowtorch and scraper.

I was filling a bucket in John's kitchen since the outside faucet hadn't been turned on yet. A silver Subaru station wagon pull up next to TARAntula. I was trying to see the mystery owner when John noticed the smoke.

He raised from his rocker, waving his arms to catch someone's attention over the din of hammering and power tools as he shuffled to the edge of the porch. He unsteadily stepped down the stairs, shuffling towards Norlys and telling Philip there was a fire.

Poor Burt's eyes popped when he heard the news, thinking his boat was on fire. His body, galvanized by adrenaline, he rushed around his boat, climbing the boarding ladder, ducking into the galley. Seeing nothing, he turned to John with a good mind to lambaste him for playing such a mean trick.

Then, from his cockpit, over the other boats Burt could see the smoke emerging from eemaneedram's companionway.

He let out a powerful alarm: FIRE! FIRE!

This we all heard. All heads turned to the source of the cry, seeing Burt's extended arm before realizing the drama unfolding. Short flames were spurting out of the coaming, hatch, portholes and missing planks areas.

Everyone became frenzied, dumping tools out of pails, scooping water out of puddles and running to douse the flames. Ian emerged from the companionway, coughing and swearing, grunting: dark grey smoke spilling out, billowing about him.

Pails were handed to him. He dumped the contents of the first one down the hatch, but plunged his hands into the second. Burt had tumbled back into his boat and started searching for his fire extinguisher under the rubble that was his home. The woman emerging from the Subaru lifted the tailgate, grabbed a 10-pound extinguisher and rushed to Ian's help, climbing aboard eemaneedram and dowsing the fire.

More water was carried from John's kitchen sink to cool down the scarred wood. Ian pulled out his hands from the water bucket. They were badly burned. I drove him to the emergency room, where he explained to the admissions nurse what had happened.

Working with the blowtorch on the

outside of the hull, he had heated some wires inside and started the fire. He first saw smoke through the porthole, so he climbed in, tried to smother the fire with a blanket and, stupidly, tried to pull the wires from the hull. The rubber melted in his hands.

Later, with his hands bundled, he thanked us for our help, got in his car and drove off. His last words were "That settles it". We stood around for a while, speculating on what he had meant. Was he throwing in the towel? Was this the last we would see of Ian? eemaneedram looked forlorn. We tarped her to avoid weather damage and returned to our chores.

There was no news of Ian and no activity around eemaneedram for a couple of weeks. Some of us expected to see a FOR SALE sign appear. Then, on launch week, a float arrived in the barnyard. Ian jumped out of the truck's cab, his hands still bandaged. He was taking eemaneedram to his backyard in the city. A crane would be there in the afternoon to lift it over the duplex he lived in. He would then be able to refurbish the boat quicker. His wife put up little resistance, seeing that he would be home more often. His neighbours petitioned the duplex owner to allow the boat in the yard. The dream prevailed. That settled it.

Sailing Through the UK and Western Europe: A Nautical Journey

By Peter Hansen

Ahoy, fellow adventurers! Join me as I recount our thrilling voyage through the waters of the UK and Western Europe in 2023.

Our odyssey commenced on May 1st in Largs, Scotland, a mere stone's throw away from Glasgow. It was a joyous reunion with our faithful vessel, *Milliways*, as she emerged unscathed from the Scottish winter. Our plan? To traverse the Inner Hebrides before charting a course southward.



Tarbert Harbour

Days were spent provisioning, sprucing up *Milliways*, and implementing upgrades, the most notable being the installation of Starlink. This technological marvel proved to be a game-changer, ensuring seamless connectivity even in the remotest of anchorages.

Navigating the Frith of Clyde, with its tranquil waters and formidable

currents, presented both challenges and delights. Imagine our surprise at encountering playful dolphins in waters as chilly as 13 degrees Celsius! Our first port of call was Rothesay, where we indulged in a feast of fresh langoustines and mussels, a tantalizing prelude to the gastronomic adventures that lay ahead.



Crinoline Canal lock

Our journey took us through the Crinan Canal, a UNESCO World Heritage Site, where we marveled at the breathtaking scenery and received warm hospitality from the lock keepers. From there, it was on to Oban, Scotland's seafood capital, where whisky tours and scenic vistas awaited.

The Isle of Mull beckoned, its vibrant hues reminiscent of St. John's, Newfoundland. En route, serendipity led us to chance encounters with fellow sailors and awe-inspiring wildlife, including a majestic Minke whale.

As we ventured southward, the landscape grew increasingly



Attention to water depth were important when navigation near shore

remote, culminating in our arrival at the Isle of Islay, just in time for its annual whisky festival. With nine distilleries to explore, we savored the island's rich tapestry of flavors before setting sail for Northern Ireland.

Ballycastle welcomed us with open arms, and a coastal hike to the Giant's Causeway offered a glimpse into nature's grandeur. Our journey southward continued, punctuated by gusty winds and unexpected detours, until we found respite in Douglas Harbour, Isle of Man, during its bustling TT (Tourist Trophy) motorcycle race.

Departing Douglas proved to be a test of seamanship, with turbulent seas and formidable winds challenging our resolve. Yet, onward we sailed, braving the Irish Sea's tempestuous embrace until we reached Holyhead, Wales, weary yet undeterred.

Skomer Island's rugged beauty and the company of countless puffins

provided a brief respite before our journey resumed. A stopover in Swansea offered a welcome break from the sea, though our plans to visit Stonehenge were thwarted by the summer solstice crowds.

Undeterred, we pressed on to Lundy Island, where towering cliffs and rolling seas greeted us. A diversion to Newquay proved fortuitous, albeit tumultuous, as rough seas tested our mettle.

The Scilly Islands beckoned, offering a tranquil haven for weary sailors. A solo overnight passage under the moon's watchful gaze marked a personal milestone, as Milliways glided effortlessly through the waves.

Tresco's botanical gardens, brimming with exotic flora, captivated our senses before we embarked on a coastal odyssey, from Falmouth to Plymouth, each port a testament to Britain's maritime heritage.

A solo night sail to the Channel Islands showcased the beauty of the open sea, while Guernsey and Jersey offered glimpses of island life.

St. Malo welcomed us with its ancient walls and vibrant culture, a fitting prelude to our journey's end.

Mont St. Michel's ethereal beauty left an indelible mark on our souls, a testament to the wonders of the natural world.

When we set sail for our next destination, we encountered a shocking event. Shortly after leaving the harbor, we were met with rough seas reaching approximately two meters, compounded by rainy weather. As we battled the elements while sailing close-hauled, it became evident that the motion and rain were too much for an unexpected passenger onboard.



*Typical port in
Britany France*

The night before our departure, a cat had found its way onto our boat and sought refuge in the cockpit storage cubby. Initially unaware of its presence, it wasn't until a

thorough search that we discovered the frightened feline darting down our companionway.

Upon reaching the next port, we sought assistance from a local veterinarian, who provided us with a cage to safely capture the cat. With the help of the vet, we were able to identify the cat through its CHIP ID and the relieved owners were promptly reunited with their beloved pet the following day.

As our voyage drew to a close, we encountered unexpected visitors and unforeseen challenges, from stowaway cats to treacherous seas. Yet, through it all, our spirit remained undaunted, fueled by the promise of adventure and the camaraderie of fellow sailors.

With the setting sun as our guide, we sailed into La Coruna, our hearts full of memories and our minds already plotting our next maritime escapade. Until then, fair winds and following seas to all who dare to chart their own course on the open ocean.

Looking at the night sky: Hydra the Water Snake, the longest constellation

Hydra the Water Snake is the largest of all 88 constellations. Hydra's brightest star is Alphard, which is a sign of spring for the Northern Hemisphere. Moreover, the constellation is home to a variety pack of deep-sky observing targets.

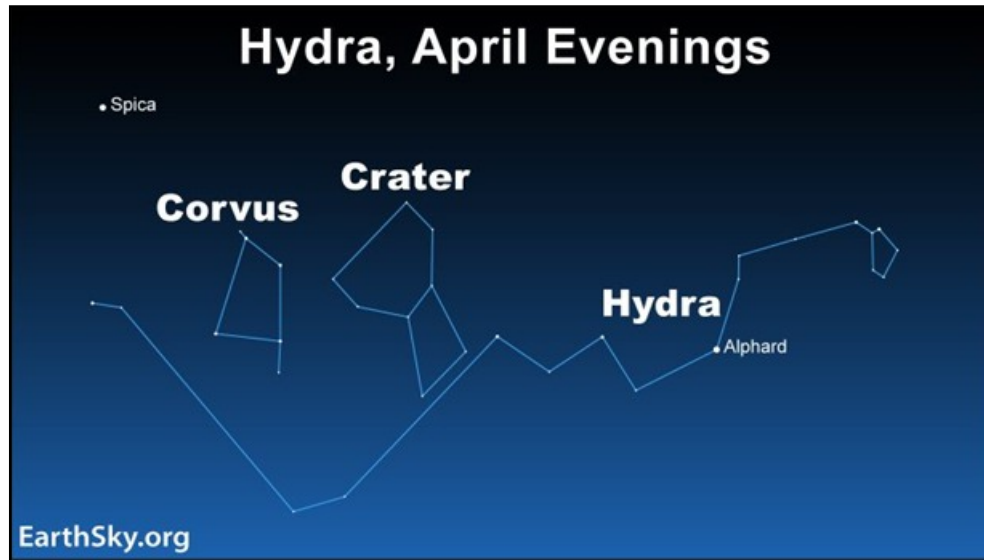
Mythology of Hydra

As you can see from the star chart, two constellations ride upon the back of Hydra the Water Snake: Corvus the Crow and Crater the Cup.

One mythological story pairs these three when the Crow serves the god Apollo a cup of water in which the Water Snake is hiding. Consequently, Apollo, angered by this ruse, throws them all up into the sky.

Finding the constellation Hydra

Hydra is located low in spring skies for observers in the Northern Hemisphere. Despite its long length, there are only a few stars of note in Hydra. The circlet marking the head of Hydra contains Zeta Hydrae at magnitude 3.11. It lies 152 light-years away. Then Epsilon Hydrae, followed by Rho Hydrae and three other dim stars (Delta, Sigma and Eta) completing the circlet.



Bottom line: April is a good time to view Hydra the Water Snake, the largest of the 88 constellations.

Source:

[https://earthsky.org/constellations/hydra-the-water-snake-largest-constellation/?utm_source=EarthSky+News&utm_campaign=9839e161f0-](https://earthsky.org/constellations/hydra-the-water-snake-largest-constellation/?utm_source=EarthSky+News&utm_campaign=9839e161f0-EMAIL_CAMPAIGN_2018_02_02_COPY_01&utm_medium=email&utm_term=0_c643945d79-9839e161f0-395197485&mc_cid=9839e161f0&mc_eid=63ad883438)

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