



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



As the newly elected Commander of the Ottawa Power and Sail Squadron, I am looking forward to working with the leadership of our Squadron and Rideau District to continue serving our membership and promoting boater safety in Eastern Ontario. Let me outline some initial thoughts on priorities for the upcoming year.

The immediate priority is to support Chris McLean in setting up and delivering the Recreation Vessel Courtesy Check (RVCC) program. He suggested a goal of 50 completed checks. He asked those attending the AGM who were willing to participate to get organized and use the occasion to build relationships with marina management.

A second priority is to build working relationships with the Rideau and neighbouring Quinte Squadrons. Quinte successfully runs webinars on topics of interest to boaters—more details to come.

The next event is the OPSS Picnic, June 10. This will be followed by an in-person presentation with Peter Dalton, who will present a show-and-tell on his recent experience delivering the Restricted Operator Certificate (Maritime) (ROC(M)) course in Pond Inlet. This will take place in the fall, possibly in early October.

The priority is delivering a quality education program in cooperation with the other Squadrons in the District. Ottawa will host or participate in four courses, two in the fall and two in the winter training season. These include our successful self-study Radio course and a new Basic Navigation and Boat Handling course that replaces the current introductory courses.

Going forward, there will be three meetings in the fall (Sept. Oct. Nov.), one in January and Mar., then three in the spring of 2025 (Apr. May, June). All are welcome.

The Ottawa Squadron is fortunate to have a thriving social and educational program. We have attracted new volunteers to fill key positions and are now embarking on our program with our dedicated team.

A sincere thanks for the great turnout at the AGM.

Tom Beaver
Ottawa Squadron Commander
commander@boatottawa.ca



Keep in touch; all suggestions for events and activities are welcome.

The 2024 – 2025 Executive Committee

Squadron Commander	Tom Beaver
Immediate Past Commander	Robert Menard
Executive Officer	Robert Menard
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Rideau Ripples Editor	Robert Dandurand, P
RVCC Coordinator	Chris McLean
Social Affairs (Co-Chair)	V A C A N T
Webmaster	Robin Craig, CN
Squadron Financial Review	David Root

Squadron Events Calendar

Bridge Meeting

2024

- September 9

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

Squadron & District Annual Picnic

- 10 June



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

Squadron Mailing Address

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Cdr Tom Beaver

commander@boatottawa.ca

Please check the website for updates and latest information:

boatottawa.ca/events.html

Quote — Unquote

“If you are stressed at the launch ramp, and if you pay attention after casting off, you cannot easily worry about pandemics, politics, troubles at work or anything else. It’s just you, your boat and the captivating, watery world.”

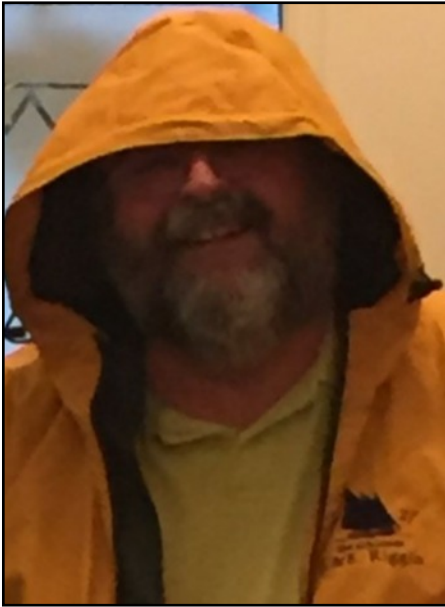
Marty Loken

Associate Editor
at Small Craft Advisor magazine

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

By long historical convention, constellations and star groups known to the Greeks and Romans bear Greek and Latin names, as do all the planets in our solar system save ours. Many of those names come from mythology. For instance, those Pleiades—a star cluster also known as Messier 45, honoring an 18th-century French astronomer, and located above Aldebaran—take their name from seven sisters whom Zeus turned into stars. In Japanese, incidentally, the Pleiades are known as Subaru, from which the automobile company takes its name.

Source:

https://www.cnn.com/2021/05/25/world/how-stars-planets-constellations-comets-named-scn/index.html?utm_term

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Eight reasons why sailors consider the art and science of sailing to be

one of the best things you can do with your time:

1. Sailing lets you find some peace and quiet;
2. Being on a boat slows down time and helps us understand ourselves;
3. Sailing lets you get away from it all;
4. Being a sailor teaches you lots of technical skills and expertise;
5. Being on a boat increases the sense of freedom and speed;
6. Sailing is a great way to feel connected to nature;
7. Sailing rewards focus, effort and competition; and
8. Being a sailor is about being part of a team.

Sailing can bring you closer to others, enhance your own experiences and deepen your connection with the world around you. It demands attention, creates challenges and helps you understand your own strengths.

Read more:

http://www.sailingscuttlebutt.com/2017/04/27/sailing-is-a-great-sport/?utm_medium=email&utm_campaign=Scuttlebutt

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A recent study suggests that the size of the Pacific patch is about 1.6 million square kilometers, close to three times the size of France. The waste is not compacted into a solid body: a part of it is broken down into minute particles, though larger objects also abound; the garbage patches

resemble ‘cloudy soup’—of enormous proportion (the study estimates a figure of 79,000 tons for the Pacific patch).

The environmental harms that result from all this plastic are hard to overestimate: 100,000 marine animals are killed or injured by plastics every year; marine animals mistake smaller pieces of plastic for food—harmful to them, and also contaminating to the food chain; larger plastics too disrupt the food chain by blocking sunlight from plankton and other autotrophs. Plastics also leach out toxic substances into the ocean.

The plastic comes from everywhere, if more from some places than others, and it collects in areas beyond national jurisdiction. The enormous costs of any clean-up operation have deterred even states with strong environmental lobbies from taking action in the collective interest. And while there is now a new and long-awaited effort to develop a treaty on “plastic pollution, including in the marine environment,” it is too early to predict the contents of this treaty or responsibilities that states will be willing to assume.

Source:

https://www.thedial.world/issue-4/law-of-the-sea-climate-change?utm_medium

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We live in a world of “all-about-me” where rudeness or bad manners are the norm. Today’s novices often head out on the waterways absent any sense of manners. Good manners in crowded waters is a true sign of

good seamanship, and they deserve the highest level of respect and attention from all mariners. There are unspoken rules of good boating etiquette:

- A) Scrupulous observance of the Rules of the Road;
- B) Common sense at the helm and throttle;
- C) No wake in harbours and near other boats;
- D) Sensible anchoring practice;
- E) Proper disposal of ship refuse and sewage;
- F) Quiet operation;
- G) Appropriate communications;
- H) Clean topsides and waterline; and
- I) Taunt ship: i.e. no flapping laundry out to dry, no flapping loose lines, etc.

Source: **CHAPMAN BOATING ETIQUETTE** by *Queene Hooper and Pat Piper, 2005, 144pp*



It's not too late in the boating season to be reminded to do a pre-departure safety briefing as a SOP (Standard Operating Procedure). It only takes a few minutes and a briefing can go a long way to keeping everyone safe underway (our NautiCan credo): make sure everyone has a life jacket that fits, knows how to don it, and either wears it or knows where it's located if stowed; go over the locations of fire extinguishers and use. Take one down and pass it around so guests can hold it in their hands while you explain the basics

of how to activate and use it. Show everyone where the VHF radio is located as well as basic operation, such as how to turn it on, select channel 16, transmit, receive, and operate the red DSC distress feature. Do the same for the flares/emergency signalling devices, First-Aid kit(s), man overboard procedures, basic boat operation (what if you fell overboard?!?).

Source:

<https://cruisingodyssey.com/2024/04/30/pre-departure-safety-briefing-boat-us/>



Chris-Craft, one of America's oldest and best-known boat builders, celebrates its 150th anniversary this year. In a nutshell, in 1874, a young man, Christopher Columbus Smith, started making wooden duck boats. The first evidence of incorporation of the company was in 1910, and it was called the Smith Ryan Boat Company. [The name was changed to Chris-Craft in 1924.] Chris got to know Henry Ford and started marinizing car engines in the '20s. Harsen Smith, the grandson of the founder, is the guy who expanded the company. Chris-Craft had nine plants, which were strategically spread, and they had the first dealer network. In 2017, Chris-Craft was bought by Winnebago. If you have an old Chris-Craft and you want to restore it, there's a lot of help in the Chris-Craft Antique Boat Club. They publish a magazine called the Brass Bell every quarter.

Source:

<https://www.soundingonline.com/features/driving-a->

[classic?oly_enc_id=7910I6576189F0B](https://www.soundingonline.com/features/driving-a-classic?oly_enc_id=7910I6576189F0B)



Sea shanties (or chanties) originated as songs to accompany rhythmic labour on ships and boats. In maritime communities, ships sometimes go missing without a trace. Writings songs becomes one possible way to process grief. It turns out that the shanty genre is not inherently Canadian any more than it is American, British, or Australian. They come from everywhere because the songs went where the sailors went. The earliest songs were initially sung by Black stevedores, people who were loading cotton onto ships in the American South in the early 1800s. Singing made the hard work easier, and the songs quickly spread throughout the maritime trade routes of the world.

Source: **CANADA'S HISTORY**, *June-July 2024, p10-11.*



If you love the sea and its creatures, you may be interested to know that 8 June is a UN observance called "World Oceans Day". It is a day to raise awareness of the crucial role the world's oceans play in sustaining life on Earth and of the beauty and value of the sea and its innumerable inhabitants. Some 70 percent of Earth's surface is covered by water, most of that being oceans. Oceans are the source of the world's rain and therefore its freshwater. Oceans generate much of Earth's oxygen supply, absorb CO₂, provide a huge quantity of food, are the highways of much

international trade, and are loved by many for the natural beauty and recreational opportunities they provide. World Oceans Day aims to remind us all of the importance of our world's oceans.

Source:

<https://observances.global/world-oceans-day/>



Local government officials told a California man that he had to build a 6-foot fence to hide the boat from

view of his neighbours. who was ordered to keep his boat out of sight has decided to follow the directive, which said nothing about how the fence should be decorated, and asked a local artist to create a mural that makes it look as if the fence isn't there.



Source :

https://www.nbcnews.com/news/us-news/man-gets-realistic-picture-boat-painted-fence-designed-hide-rcna151928?utm_source



HAROLD'S PLANET by Swerling & Lazar

HOW TO FIND THE TRUTH

- [1] Find a big chunk of blue sky.
- [2] Find a big chunk of blue water.
- [3] On the line that separates the two, place a boat.
- [4] Get in the boat.
- [5] Go.



WANTED

ALIVE & KICKING

I call on you now to ask you to consider contributing your time and skills to the OPSS either as an Executive Committee member (Chair of the Activities Committee, or any other position of interest to you); editor/contributor to the Squadron Newsletter, Rideau Ripples; or Instructor (Maritime Radio or other).

For over 70 years, the Ottawa Power and Sail Squadron has been, with the help of volunteers, making boating safer and more enjoyable. Quite simply, without volunteers, we could not fulfil our mission to increase awareness and knowledge of safer boating by educating and training members and the general public, by fostering fellowship among members, by assisting with travelogues and seminar logistics as well as attending to our supply needs, and by establishing partnerships and alliances with organizations and agencies interested in boating.

Our efforts might not garner headlines, but we know that our collective contribution saves lives, informs boaters and improves the safety on our waterways: that is a real impact and worth continuing.

Will you extend your energy, support and valuable time in our future endeavours? The time commitment is yours to determine, according to your interests and involvement. Please contact me to find how you can contribute and what your role will involve.

Tom Beaver

Commander

Ottawa Power and Sail Squadron

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

The Bookshelf

By Robert Dandurand, P

POCKET GUIDE TO KNOTS & SPLICES by Des Pawson, 2001, softcover, colourfully illustrated, 266pp. Tying knots is an invaluable skill to possess, especially for boaters.

THE WAY OF A SHIP: A Square-rigger Voyage in The Last Days of Sail by Derek Lundy, 2002, hardcover, 449pp. The author tells the story of his seafaring great-great uncle, Benjamin Lundy, on board the Bear Head, a square-rigger voyage round Cape Horn at the end of the 19th century. It brings to life the ship's community as it performs the exhausting and dangerous work of sailing a square-rigger across the sea.

IF A PIRATE I MUST BE by Richard Sanders tells the story of Bartholomew Roberts, 2007, hardcover, 278pp. Roberts rose from third mate on a slave ship to pirate captain in a matter of months. Between 1718 and 1721,

his combination of audaciousness and cunning won him fame and fortune, capturing 400 ships/prizes. It's a world of theater and ritual, where men (a third of whom were black) lived a close-knit, egalitarian life, democratically electing their officers and sharing their spoils. Amazingly, he wasn't a cruel individual. Rarely was anyone killed as merchants most often surrendered and were released, unharmed, to sail on once their ship had been plundered.

IN THE HEART OF THE SEA: The Tragedy of the Whaleship Essex by Nathaniel Philbrick, 2000, softcover, 302pp. The Essex, an American whaleship from Nantucket, Massachusetts, sank after a sperm whale attacked it in the Pacific Ocean in November 1820 (*not a unique event, I learned*). Having lost their ship, the crew of the Essex attempted to sail to South America in whaleboats. After suffering from starvation and dehydration for three months, most of the crew died before the few survivors were

rescued in February 1821. The fate of the Essex unquestionably supplied Melville with ending to his novel. It is the real-life inspiration for Moby-Dick. Nevertheless, the core of Moby-Dick appears to have been inspired by another rogue white sperm whale, known for attacking whale boats and ships. Nicknamed Mocha Dick, he was often sighted near the island of Mocha, off southern Chile. Mocha Dick was said to have killed more than 30 men, and to have attacked and damaged 14 whaleboats and three whaling ships. (Mocha Dick: or the White Whale of the Pacific by J.N. Reynolds, Esq. 1839)

CHAPMAN BOATING ETIQUETTE by Queene Hooper and Pat Piper, 2005, softcover, 144pp. Everything about boating etiquette: harbor manners, dockside behaviour, radio protocol, how to carry out the ship's daily routine, and even what do in a yacht club cruise. A mariner's good conduct not only shows consideration for others, but also affects boating safety.

Fifth Annual Squadron Photo Contest

Here is a reminder to take your camera aboard on your boating adventures this summer and share your pictures as the Squadron is looking to publish the best in the Squadron Fall newsletter, the Rideau Ripples, and/or on the Squadron website.

Submission Requirements:

Submit one or more individual photos by 4pm, August 31, 2024 to: secretary@boatottawa.ca

- Each submission must include:
- Name of Squadron Member
- E-mail address

- Name of Photographer if different from above
- Date of Photo
- Location
- Title of photo or description

Rules:

1. Photo size: JPG or TIFF format, minimum 300 dpi/dots or pixels per inch.

2. Photo type: colour, black and white, sepia tone or duotone.
3. Photo should relate to boating activities with preference for those demonstrating Safer Boating.
4. Photographer must be a Squadron member or member of immediate family.
5. In making a submission the photographer and any participants in the photo all agree to (i) the terms and conditions of the contest; (ii) to the submission of the photo; (iii) to the inclusion of the photographer's name in the Ripples and, (iv) to publication of the picture in the Rideau Ripples and/or on the website.
6. Any identifiable people in the photo must have given their permission for the photo to be entered in this contest. If children are included then we must receive confirmation from legal guardians that they have consented to the use of the photo.
7. The winning photographer will be notified prior to the publication of the Ripples and the membership will also be notified in the subsequent issue of the Ripples.
8. The photographer agrees that the Squadron may manipulate the photo as necessary to use it in the Ripples and/or on the website.
9. The decision on which picture to be used is solely at the discretion of the Squadron's Contest Committee.
10. The Squadron reserve the right to cancel the contest at its discretion and by participating you hold the Squadron harmless from any and all damages or claims.
11. The winning photographer will receive an OPSS cap, polo shirt and \$25 The Chandlery gift certificate. The second place winner will get a OPSS polo shirt and the third winner will get an OPSS cap.



What a year 2022 was! (Part 1)

By William Moyle

17 May, 2022

So, we are back at Queen's Cove Marina for another spring launch. It appears that COVID and Border Closure will not be an issue this summer. So come June we will leave the dock and head toward the North Channel for the summer. Should be crossing into the US about August 15th, then heading south on Lake Michigan.

4 June

Had a great send off party with the members of H Dock here at Queens Cove Marina. Wind is a little high this Saturday morning, so delaying departure until Sunday morning. Going to miss this great group of fellow boaters, but we will be back again in the future.

14 June

Well, we are finally heading northward on Georgian Bay. After a nice week around Beausoleil Island, we have travelled to the picturesque Mississauga Provincial Park in the San Souci area. We are anchored for a few days in Three Finger Bay to enjoy the sun and water.

16 June

From Three Finger Bay we cruised to Parry Sound for a few supplies. From there a short trip through Hole in the Wall to Killbear Provincial Park, Kilcoursie Bay for the night. Winds are picking up for the next few days so we will stay just the one night and head over to Franklin Island early Friday morning and into Regatta Bay.



17-22 June

Departed Kilcoursie Bay nice and early Friday morning, before the winds picked up. However not quite early enough. Faced some pretty big rollers on our way to Franklin Island, were we moored in Regatta Bay for the weekend.

Sunday being Fathers' Day we ordered fresh made Chelsea Buns from Buns on the Bay, delivered right to the boat, for Sunday morning, and they tasted as great as they looked.



21 June – 10 July

So, the last couple of weeks we have been without, or with very little cell coverage. We departed Britt and with good weather headed straight to Beaverstone Bay for a few days. The next move was very short to Mill Lake along Collins Inlet, where Serenity II had caught up to us again. We ventured ashore here, but the blueberries are just not ready yet for picking. Next stop was The Pool at the end of the fresh water fjord Baie Fine. Here we had the snapping turtle visit us each day.



11-12 July

Our stay in Little Current was enjoyable. The docks were not overly busy other than the cruise ships

stopping in for a couple of nights. Finally met up with a number of other Loopers.



13-19 July

Our first anchorage after Little Current was Clapperton Island. From Clapperton it was a short voyage to the Benjamin Islands. Hotham Bay is one of our favorite anchorages. In this bay the water finally is reading about 23°C and this means I can finally get into the water. Tried out the new hooka system for diving under the boat to check out the running gear and anodes.

20-22 July

How could we not stop somewhere named Moiles Harbour, even if they do spell it wrong. This harbour was a major logging center for the North Channel, but of course is no longer used for that purpose. There are numerous old pilings that although are close to shore, are just above or just below the water. During our paddle around the harbour we found the old iron rings for holding the log rafts and even came across an old boat.



Our next stop was to be a 54 nautical mile run to Hilton Beach. We will stay for the week as we stage for the run to Sault Ste. Marie next week.

2-4 August

We departed for Sault Ste. Marie through the George Lake route and the St. Mary's River. Surprising the amount of current we had and four hours later we arrived at Roberta Bondar Marina. We decided to venture into Lake Superior along with David and Susan on Serenity II. A lot of fun going upbound through the Canadian Soo Locks, and then down bound through the American McArthur locks. We ventured out as far as Whitefish Bay just so we could see the vast Lake.



10 August

Travelled to St. Ignace for a two day stay and to take the Ferry to Mackinac Island. Tried many times to get a reservation on the island marina but without luck. The Ferry Ride over was a quick ferry travelling at 30 mph and only took 10 minutes.

The island itself is historic with Fort Mackinac, The Stone Arch and the Grand Hotel. There are no cars on the island and transportation is by horse carriage or bicycle only.

11 August

From St. Ignace we headed to Petoskey, six hours away, then to Charlevoix. This is another pretty town on Lake Michigan, and is know for its Mushroom

Houses. They are commonly referred to as hobbit or gnome houses as well. These homes were designed and built from the 1920's to the 1970's by architect Earl A. Young.



15 August

From Charlevoix our next stop is Leland, otherwise known as Fish Town. This quaint little town still has some commercial fishing, and a lot of charter fishing. Right by the waterside are the smoking houses for the fish, along with many shops and food outlets.



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