



Rideau Ripples



The newsletter of the Ottawa Power and Sail Squadron

Commander's Message



Greetings Everyone,

With the summer boating season drawing to a close, the education and social activities teams are gearing up for the fall and winter seasons. I trust many of you enjoyed time on the water and will continue to do so, as September is a great time for boating on the Rideau Waterway.

The Squadron BBQ was a great success, with a room full of members and friends. From the chatter and comments, everyone enjoyed the evening. A shout out to the "official" registrar, Guy; the procurement and delivery team, Terry and Guy; the BBQ team, Court, Terry, and Axel; the food service set-up and clean-up team, Marjorie, Chantal, and Carol; and to all those who kept the bidding lively and took home the bounty.

As we all know, the highlight of the BBQ is the auction, and this year was no exception. Thanks to all those who donated nautical gear of all kinds and set up the auction. Seeing the table full of excellent quality gear that continues to be donated year after year was incredible. Even more impressive was the dynamic duo auctioneer team of Jim and Bob, joined this year by Noah, who brought a

youthful vitality to the event. The auction raised over \$700.00. Robert and Dawn handled the cash.

The Squadron has recently made a significant contribution to the CPS Foundation. As you know, the CPS Foundation contributes substantially to the education programs developed and delivered by the Squadrons. All Squadrons have benefited from funds distributed by the CPS Foundation. This decision was taken at the June Executive Committee meeting. Our squadron will be presented with a certificate recognizing our contribution at the CanBoat/NautiSavoir Annual General Meeting in Trois Rivieres in October. Details will follow at that time.

Earlier this year, the National Office staff provided Parks Canada with brochures that were re-distributed to all lock stations on both the Trent Severn and Rideau Waterways. Hopefully, this will increase awareness of our new branding—CanBoat/NautiSavoir—and our training programs.



There has been a lot of action on the Education front. With Robert Dandurand and Peter Dalton stepping back for active duty as radio examiners, we have recruited a new, enthusiastic team to keep the program rolling. We thank Robert and Peter for their long-term service and note that it is taking a team of four to fill the void created by their departure.

Again, we are partnering with Kingston and Brockville Squadrons to deliver the updated Basic Navigation, Boat Handling, Seamanship, and Practical Weather courses over the fall and winter training seasons. This "Team Rideau" approach to delivering training courses has rewarded the students with more course offerings by increasing the number of available instructors.

If anyone in your boating or family circle is looking for a course, please don't hesitate to refer them to the CanBoat website, CanBoat Courses Calendar. (Here is the URL if the link doesn't work in newsletter format. <https://www.cps-ecp.ca/ecommerce/course-calendar/>.) And don't forget to select a course by Ottawa, Kingston, or Brockville. Membership discounts apply!

Keep your eye on your email as we will be scheduling an information session in October where you will be invited to a presentation and photos by Peter Dalton, who was invited earlier in the year to visit Northern Canada and offer the Radio course (ROC(M) to a team of Canadian Rangers, a sub-component of the Canadian Armed Forces reserves which provide a military presence in the northern region of Canada.

Cheers, and smooth sailing to all,

Tom Beaver, Commander,
CanBoat/Nauti Savoir, Ottawa



The 2024 – 2025 Executive Committee

Squadron Commander	Tom Beaver
Immediate Past Commander	Robert Menard
Executive Officer	Robert Menard
Administration Officer	Guy Ladouceur
Financial Officer	Robert Menard
Educational Officer	Robin Craig, CN
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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
- October 9, 2024, 1900 hrs

*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!



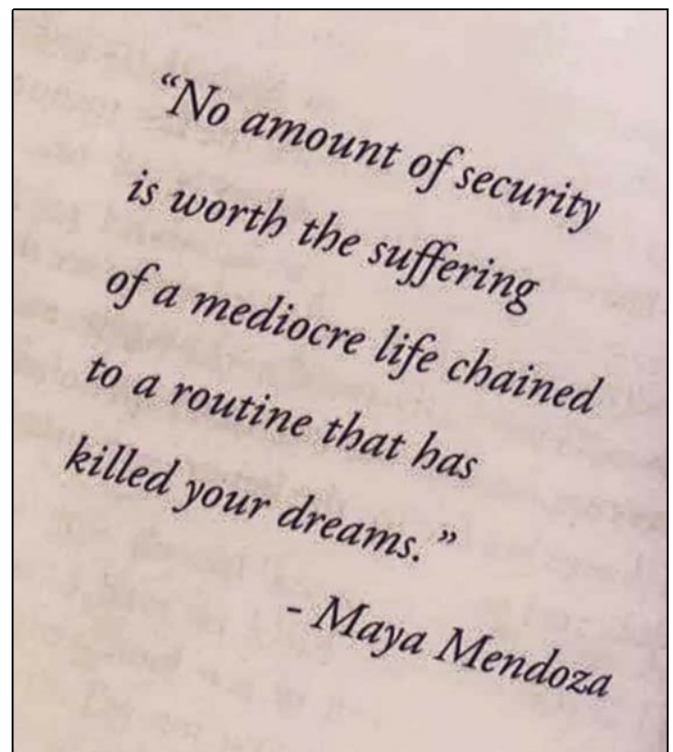
Squadron Mailing Address

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6901 Bilberry Drive,
Ottawa ON K1C 2E8

Cdr Tom Beaver
commander@boatottawa.ca

Please check the website for updates and latest information:

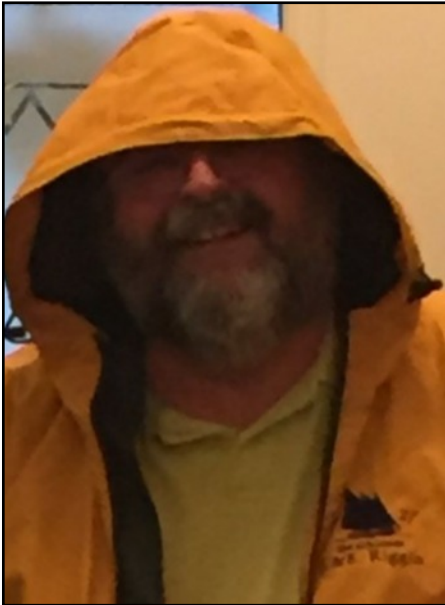
boatottawa.ca/events.html



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

Mount Gay Rum, the world's oldest rum distillery established in 1703, continues its partnership with 4ocean, one of the world's leading ocean conservation companies. Since 2020, Mount Gay Rum has removed an incredible 170,000 lbs. of plastic from our oceans, rivers and waterways as a 4ocean Certified Cleanup Partner. You might celebrate this amazing achievement with a Mount Gay cocktail, after you drop anchor. (*Drink responsibly means don't spill it.*)

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Even if your boat does not have a dedicated heaving line, the time will inevitably come when you have to throw a rope ashore or to another boat. No sensible reader of SAIL would do as this crew did. But neither should we rely on a coiled rope to run out cleanly, however neat it may look. Always

re-coil the line clockwise, then split the coil into two. Two-thirds in your right hand and one third in your left (assuming you're right-handed), at the same time, securing the end of the left-hand section somehow. Heave the right-hand coil first, then immediately follow it by half-throwing the left-hand package. The inertia of the first will carry the second with it. You'll be surprised how far you can manage. Practice helps—before the pressure is on.

Source:

<https://www.sailmagazine.com/diy/sails-tip-of-the-week>

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"I can't see any sense in this!
We passed about 10 fish markets
on the way here."

In recent issues of the Rideau Ripples we explored the benefits of sailing and boating. Now we ask: why fish? So why do we fish? First there is the joy of being out on the water or in the surf. Then there is the excitement when we actually catch a fish. These are the obvious answers to the question, but they don't get at the heart of

the matter, or examine the compulsion.

When the fishing is good, time passes by at warp speed and when it's slow time crawls. More importantly, fishing is one of the few pastimes where one is in the moment, and there is no room for the problems of daily life to enter one's head.

Then there is that age-old need to be a hunter-gatherer. Bring a fish home for dinner, one feels like a wonderful provider.

Source:

https://www.soundingsonline.com/voices/why-fish?oly_enc_id=7910I6576189FOB

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ONTARIO Spills Action Centre
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FEDERAL National
Environmental Emergencies
Centre

Environment and Climate Change
Canada 1-866-283-2333

Call Ottawa Riverkeeper's
Pollution Hotline if you see
pollution: 1-888-953-3737

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In an economy that has so many [Canadians] scrambling just to make ends meet, it can be tempting to put our long-range dreams and aspirations on the back burner.

Most of us have more pressing issues these days, especially when the headline news makes us feel as if all that's left is work and a stress-filled life. It was Dale Carnegie who said, "Take a chance! All life is a chance. The person who goes farthest is generally the one who is willing to do and dare ...". Keep your dreams alive and turn those aspirations into reality. You'll never know if it was a good idea until you try. Mark Twain said, "Twenty years from now, you'll be more disappointed by the things you didn't do than the things you did do. So, throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."

Source:

<http://www.skippertips.com/public/1849.cfm>

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There's a good chance you are just about to take your outing of the season and are well along with plans to haul your boat for the winter. This is an inevitable progression for most sailors who live in communities that budget for snow removal. Getting your boat ready for this kind of weather calls for some clear thinking and a well-developed checklist.

Start by going over the boat, stem to stern, and make a list of everything that needs attention before you relaunch next spring. You might break that list into must-do and nice-to-do, in case you find the extra time or additional funds to spend on the boat. Once you've made your lists, decide which jobs you'll do yourself and which you'll ask your yard to take on. If you have the

yard do the work, the more written details you give them on each job, the more efficient and cost effective they will be.

Whatever layup routine you follow, always document what you've done in detail. When the days finally start getting longer again, those notes give you a great head start on getting out on the water again.

Source:

<https://www.sailmagazine.com/cruising/snow-sleet-and-storms>

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Only two pieces of equipment are essential for preventing most sailing emergencies and fatalities - but only if you're actually using them before the emergency occurs (*remember: when you least expect it*):

- Wear your PFD. With the new, lightweight inflatable PFDs that you don't even feel you're wearing, there really is no excuse anymore not to use one.
- Keep a small submersible VHF radio (preferably a DSC GPS submersible handheld VHF) on your belt.

By doing just those two things, as well as filing a float plan, sailors greatly decrease their odds for becoming one of the hundreds of boating fatality statistics every year.

Source:

<http://sailing.about.com/od/navigationseamanship/a/Th>

[e-Most-Essential-Sailing-Safety-Equipment.htm](#)

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The Ottawa Squadron wishes to donate one dollar per member retroactive to the past 10 YEARS. We are responding to the 100% Challenge where the 240 members x \$10 will amount to 10 more certificates rather than a single Gold one.

The Ottawa Squadron members recognize the good causes of the CPS Foundation.

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May the wind blow steady as you need and

May your anchor hold firm at the end of the day.

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What a year 2022 was! (Part 2)

By William Moyle

Aug 18 - Muskegon

This has been a busy stop for us. We have used two different anchorages and one marina for our 5-day stay here. Also had a couple of nice boat cocktail hours hosted by Sea Clef and then Blue Yonder. On Sunday when we were at the marina we Uber'd to the local West Marine store for a little shopping. We were also able to take in the USS Silverside Submarine museum.



August 24 - Holland

Holland was a nice anchorage for a few nights stay. The inlets have interesting old lighthouses and usually beaches alongside them. We will continue south on Lake Michigan.



August 27 - South Haven

South Haven is just a one night stop for us. The town is very nice with a number of arts stores, restaurants etc. Another inlet with interesting lighthouses and beaches.

As this was a Saturday, the channel along the marinas was a constant parade of boats and dinghy's travelling

up and down the channel all day long, it was quite the show.

August 28 - St. Joseph

Super nice marina with great Dock Manager, Andrew. The town has the antique Silver Beach Carousel. And after a fun couple of rides, we had a great lunch at Azur Tequila, an authentic Mexican restaurant and the meal was fantastic.



August 29 - Michigan City

The trip to Michigan City was the roughest Lake conditions we have encounter so far. Getting out of the inlet was the worse part of the journey, with the lake waves bouncing off the inlet walls we were getting 4 footers from every direction and buried the bow a couple of times and felt like we were going sideways at a few points. The lake itself was running 3 footers but we were quartering the bow so although a bit bouncy wasn't overly rough, but at the limit I would want to go out in again.

September 1 - Hammond

Hammond Marina is our stop for the week. Here we are going to Costco and Walmart to resupply for the voyage to Chicago and down the Illinois River. Plenty of fellow Loopers make Hamond their stop before Chicago, or to take the Cal-Sag canal south of Chicago.

Sept 9 -12, Belmont Harbour & Chicago

The weather was calm and we docked in Belmont Harbor just north of the city in the Lincoln Park area. The next day we Ubered into Chicago for the River Architectural tour, Navy Pier and the Cloud in Millenium Park. It was a fun and exhausting. The next day we walked to Wrigley Field. Chicago was by far our favorite stop so far.



Sept 13 - Chicago to Joliet

Weather was a little foggy after a day of rain, but good enough for our start down the Chicago River to the Illinois River. It was an early morning start to avoid the downtown river traffic and it was going to be a long day to Joliet. Chicago city lock is our first lock this season, and was only a 5-foot drop and very easy. Chicago is where we encounter the lowest fixed bridge at 17 feet. With our Radar removed we are 16'3" and squeezed under easily. The Illinois River is a migratory route for the Bald Eagle, and we are seeing Egrets, Pelicans and Herons as well. We are also encountering our first of many Tows, which is a tug and barge combination. These can be anywhere from a single barge to up to 3-wide by 5-long. We give them plenty of room on the river. We also have to transit the river section that is electrified to prevent the Asian Carp from entering the Great Lakes. Our stop for the night was the Joliet free wall after the last lock of the day. The locks are very easy with bollards to tie to.

Sept 14 - Sugar Island

Another early start and we made for Sugar Island, or first anchorage on the river Still coming up on the Tows. They are quite tolerant of us pleasure craft, and give us plenty of warning if they want us to be on the 1 or 2 whistle when approaching or overtaking. The 1 is a move to starboard the 2 is a move to port if you recall you whistle signals.

Sept 15 - Ottawa, Illinois

Departing Sugar Island we head for Ottawa, Illinois where we will take dockage at Heritage Harbor Marina. This is one of the most Looper friendly marinas on the rivers. The dockmaster Jeremy provides a 2 hours seminar every day for loopers to define the anchorages that are currently useable and

any other navigational information for the voyage as far south as Paducah.

Sept 16 - Henry Island anchorage

Departing Ottawa, we headed towards Henry Island for an anchorage. Continue seeing the Pelicans and Bald Eagles. We are also noticing how high the waters can get on the rivers. Many trees with their roots washed bare and the level posts on the bridges indicating that clearance can vary from 60 feet to 20.

Upon departure this became our most despised anchorage. It was a beautiful location, but our anchor must have hooked a tree or something very large. After many attempts to pull, even with Serenity trying a back pull, we eventually had to call BoatUS. They arrived a few hours later but were both ill-equipped and lacked any proper rigging to solve our problem. The only option was to cut the chain and lose the anchor. So, a nice Rocna Vulcan and 20 feet of chain sit on the bottom of Henry Island Anchorage.

Sept 17 - Peoria

Today we arrived in Peoria where we have taken the municipal free docks for the night. The docks are small so docking was creative. The Peoria locks have been closed on Monday/Tuesdays and Thursday/Fridays from 7 AM to 3 PM for fish studies. So, our arrival on Saturday was timed to make the lock first thing Sunday morning. There were about another 14 Loopers in the area with the same idea and it took an hour to finally get everyone caught up and into the lock the next morning.

Sept 21 - Willow Island

The anchorage at Willow Island was quiet and beautiful. Along the way we saw our first big dredging operation and passed a lot of industrial areas. As we are approaching the end of the Illinois and the intersection of the Mississippi we see how the houses are built to accommodate when the rivers flood.



Sept 22 - Grafton

As we proceed to Grafton we reach the location where the Mississippi now intersects the Illinois River. The current has picked up significantly and the landscape has changed. Gone are the flats and we see the tall hillsides that have been carved away over the centuries by the Mississippi River.



Sept 23-25 - Alton

Alton is a big stop for us. Here we fuelled up again, did an oil change and fuel filter changes. We decided to stay here for 3 nights to do a little grocery shopping at Schwegels and exchange the propane tank. There was also a nice farmers market where we picked up some nice produce. This is the stop we were informed that one should not leave without a slip reservation at Hoppies since there are no places to stop for miles down river. Also, if heavy rain is forecasted it is not wise to leave as the river can rise quickly and there can be much debris in the water after a heavy rain. Thankfully we have a slip at Hoppies and the weather remains dry and hot these days.

Sept 26 -St.Louis and Hoppies

We departed Alton with the excitement of this would be the day we passed St. Louis, then through the Chain of Rocks Lock and on to Hoppies. Hoppies is not so much a marina but a place to stay. The facility consists of old barges rafted together, and they do provide power but no water or washroom facilities. The place has been in business for many years and run by a family. We did get their river briefing for our upcoming journey down the Mississippi, and the one key message is don't anchor in the river due to current and barge traffic. We enjoyed our stay here and had a nice walk through the town.



Grilled Sweet Potatoes with Apples

Amalia M. aboard Mahseer

This recipe is delicious, easy to make and makes a great side dish for any potluck party in the anchorage or marina.

Ingredients:

- 2 large sweet potatoes, sliced
- 1 apple, sliced
- 1 tsp ground cinnamon
- 1 tsp ground nutmeg
- 2 Tbsp butter (or olive oil)
- 2 Tbsp brown sugar



Directions:

1. Arrange sweet potatoes and apples on large piece of aluminum foil.
2. Drizzle olive oil or butter pieces over packet. Sprinkle seasonings over sweet potatoes and apples.
3. Tightly seal foil edges together.

Place foil packet on grill and cook 30-40 minutes turning every 5-10 minutes until caramelized.

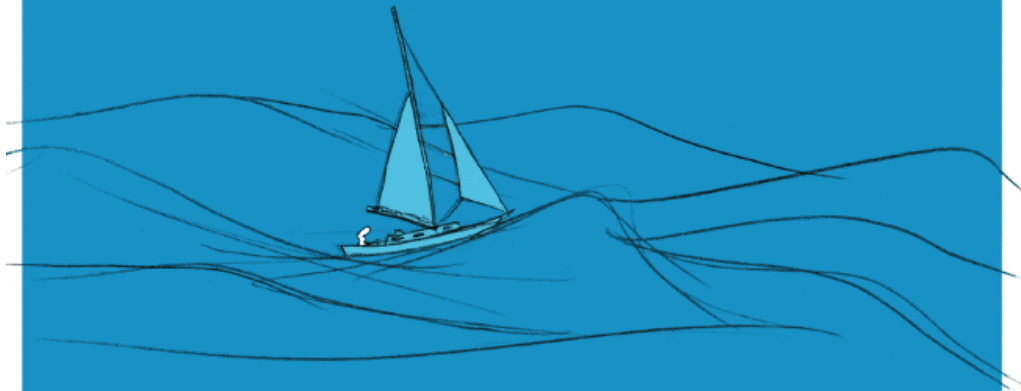
Or place on upper rack on gas grill if you have this option.

Serves 4

These sweet potatoes pair well with pork, or chicken. Can also be enjoyed as dessert.



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Dauber

by John Masefield [1912]

Web version edited by Arthur Kay [1998],

scripting by Steve S. [1998]



The moonbeams' moving finger touched and picked,

And all the stars in all the sky were burning.

“This is the art I've come for, and am learning,

The sea and ships and men and travelling things.

It is most proud, whatever pain it brings.”



He leaned upon his arm and watched the light

Sliding and fading to the steady roll;

This he would some day paint, the ship at night,

