



Ottawa Power and Sail Squadron Rideau Ripples June 2008



Commander's Comments

The Squadron held its 57th Annual General Meeting on April 17th, 2008 at Robbie's Italian Restaurant. We had a very good turn out. Thanks to D/C Jean-Yves Bordeleau for attending and participating in the presentation of merit marks and in our Change of Watch.

It is with pleasure that I announce that most of your Bridge remains the same other than, we have Robin Craig replacing Dave Omond as our ATO (Advanced & Elective) and Nick Baets is our Environmental Officer. This will be my 2nd year as Squadron Commander and I must say that it seems to get a bit easier as time goes on. Next year we will have a change of Commander as my "term" will be completed.

One of the pleasant jobs the Commander gets to do is present the Commander's Trophy to someone that has volunteered their services to the Squadron in an exceptional manner, plus is also not on the current Bridge and has not won the Trophy before.

John Harrison is the recipient of the Commander's Trophy for 2007-2008. John does a superb job of teaching the Fundamentals of Weather course and has been doing so for many years. John gets to keep the Trophy until our next AGM, at which time it is returned to the Commander for presentation to another recipient.

Another job I enjoy is presenting Merit Mark certificates. Just in case you don't know, a person gets 1 merit mark for doing a minimum of 20 hours of volunteering for the Squadron in a calendar year. In the event that a person falls short of the 20 hours per



Cdr Gord Abry and John Harrison holding
Commander's Trophy

year, volunteer hours may be accumulated over 2 calendar years. When you receive your 20th merit mark (that's over 20 years of volunteering) your membership status changes to Life Member status and your annual dues are waived forever.

Your Ottawa Squadron has an impressive number of merit mark recipients; 43 merit mark recipients totalling 512 merit mark years. 5 new members received their 1st merit mark and a Membership Pin. James Dean reached Life Member status and received a very nice Life Member Plaque and Life Member Flag. 2 members received their 20 Year Longevity Pin. Evelyn Clue received her 40 Year Longevity Pin along with her 40th merit mark. Membership and Longevity Pins provided free of charge from CPS National. It is expected that CPS National will expand this free pin program, and when they do we will participate in it.

On April 22nd, 2008 our Squadron presented to the Rockcliffe Yacht Club (RYC) a special plaque commemorating the fact that the RYC was the 1st Canadian Yacht Club or marina to fly the CPS Ensign from land. In order for this to happen, at least 25% of the RYC membership must also be CPS members and that the Ensign flies from the yardarm of a regulation mast. The presentation was made by P/Cdr. Frank Keating since he was the Ottawa Squadron Commander when the CPS Ensign first flew at the RYC.



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The plaque read:

A Canadian First
ON JULY 27, 1999
THE ROCKCLIFFE YACHT CLUB
ACHIEVED NATIONAL
DISTINCTION IN BEING THE
FIRST YACHT CLUB IN
CANADA TO HAVE THE
PRIVILEGE OF FLYING THE
CANADIAN POWER AND SAIL
SQUADRON
ENSIGN FROM THE
TRADITIONAL STARBOARD
YARDARM OF A REGULATION
MAST SET ON LAND

Commodore David Campbell accepted the plaque on behalf of the club together with two pictures taken at the flag raising in 1999.



Cdr. Gord Abry, P/C Frank Keating and Commodore David Campbell.

The project was the brainchild of Bernard Poirier who was unable to attend the presentation due to health reasons.

The RYC has over a 25% of their members as regular members of local Power Squadrons and have been active in teaching and practicing safe boating.

Have you wondered what happened to the Canal Flotilla generally held during the Victoria Day week-end? Well, it's a go, just the timing has changed to the August 1st week-end, with the light parade leaving from the NAC heading to Dows Lake on August 2nd and the Boat Parade (Flotilla) leaving from Dows Lake heading to the NAC on August 3rd (thanks to Rolly

Nantel for this information). To find out more please visit www.rideaucanalfestival.ca during the summer as their website is currently being updated. If anyone is going to or thinking of entering the Flotilla and would like some Squadron brochures to hand out and also put a Squadron banner on their vessel, please contact Gord Abry.

The Squadron is in a good financial position and I am privileged to be working with such a dedicated team of volunteers. This is the last newsletter before your Bridge takes a well deserved break for the summer.

Safe Boating and hope to see you on the water.

Gord Abry, *AP*; Commander

commander@cps-ottawa.com

Squadron Events Calendar

Tuesday, 3 June 2008; Bridge Meeting at Robbie's Italian Restaurant, 1531 St. Laurent Blvd. Informal dinner at 1800 hours, meeting starts at 1900 hours. All welcome to attend.

Thursday, 19 June 2008; Squadron Picnic & Graduation at Long Island Locks. Please watch Social Events webpage for details.

Thursday, 9 October 2008 – info night - 9 Years on the 7 Seas, with Anne & Martin Vennesland. Please watch Social Events webpage for details.

Fred Cameron, *Social Activities Officer*

social@cps-ottawa.com

Cowan Insurance Column

Do I have to contact Cowan to renew my policy?

No, we automatically renew the policies 30–45 days prior to your renewal date. When you receive your renewal, you can contact our office with any questions or concerns. If the renewal is acceptable, you can forward a cheque to our office or pay your premium through the internet or by telephone banking.

Do I have to write you a letter to make a policy change?

In order to make a change to your policy, all that is required is a phone call. We will make the change while on the telephone, and by the end of the conversation, you will know the revised premium.



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As a CPS member, you have access to exclusive discounted group insurance rates. Contact Aviva Traders at 1-877-787-7021 and tell them you are a CPS member. Or get an online quote at www.avivatraders.com/cps.

IF YOU HAVE ANY GENERAL BOAT INSURANCE QUESTIONS, PLEASE EMAIL
CARLA.LETTENBAUER@COWANGROUP.CA

IF YOU HAVE ANY GENERAL QUESTIONS REGARDING THE GROUP HOME & AUTO PROGRAM, PLEASE EMAIL
DEBBIE.MCKENZIE@COWANGROUP.CA

The 2008 – 2009 Bridge

<u>Squadron Commander</u>	Cdr Gordon Abry
<u>Executive Officer</u>	Bryan Carol
<u>Treasurer</u>	Michael Crawford
<u>Training Officer</u>	Steve Highstead
<u>Assistant Training Officer (Adv/Elective)</u>	Robin Craig
<u>Assistant Training Officer (BoatPro)</u>	Brian Forward
<u>Assistant Training Officer (Supply)</u>	Monique Vallieres
<u>Archivist</u>	Position Open
<u>Membership Officer</u>	Guy Ladouceur
<u>Environmental Affairs Officer</u>	Nick Baets
<u>Regalia Officer</u>	Al Syberg
<u>Secretary</u>	Sue Baker, (SN)
<u>Communications Officer</u>	Philip Harris
<u>Social Activities Officer</u>	Fred Cameron
<u>Mailing Officer</u>	Marjorie Ladouceur
<u>MAREP & Safety Officer</u>	Bill Kerr
<u>Rideau Ripples Editor</u>	Steve Lortie
<u>Public Relations / Marketing Officer</u>	Position Open
<u>Past Commander</u>	P/C Cathie Johnstone
<u>Squadron Examiner</u>	Jim MacLeod, SN
<u>Auditor</u>	James Dean, S
<u>Webmaster</u>	Philip Harris

Squadron Mailing Address

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Cdr. Gordon Abry
(613) 258-9061

Supply Officer
Monique Vallieres
(613) 741-6444

Social Activities Officer
Fred Cameron
(613) 745-5188

Rideau Ripples Editor
Steve Lortie
(613) 596-9620

Membership Update

This is my FIFTH article for the Ripples as the new Membership Officer. The 2008 Membership Renewal is almost behind us now. I would like to thank all those who renewed on line facilitating a quick renewal and lessening the work performed by the staff at CPS-ECP Headquarters.

Presently on May 23, 2008, 322 of 433 members (74.36%) renewed for this year. I am very impressed with these numbers and thank you for your support. We are the largest Squadron within the Rideau District and we are holding our own with our renewal statistics. If the Web Based Administration System is accurate, you folks have increased our renewal rate from 66.14% to 74.36%. Well done!

Now we still have membership renewal trickling in a few per day and our Squadron has 111 outstanding members. For those you are procrastinating it is very easy to renew your membership now:

1. ON THE NATIONAL WEBSITE - www.cps-ecp.ca/members/members.asp
2. BY RETURNING YOUR CPS RENEWAL FORM WHEN RECEIVED
3. BY PHONE - 1-888-CPS-BOAT (277-2628)
You will require the following information:
Your membership number or,
Your First/Last Name,
Your Date of Birth
Your Postal Code (use the last one we have on record: you can change it later) and
A valid Visa or, MasterCard credit card
4. IN-PERSON – At any of our upcoming Information Nights or Squadron functions. I also instruct the Boating Course so if you send me an e-mail or phone call I will make myself available.

During the summer, Social Director Fred Cameron,



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other members of the Bridge and I will drafting up of a survey to find out what you members really want out of your Squadron i.e. Information Night, Annual Dinner, Guest Speakers, Trips, etc. Think about it and during a wet and cold summer afternoon, send us your ideas so we can include them in the survey.

Have a wonderful summer, be careful on the water and fly the CPS Flag & OPSS Burgee proudly.

Guy A Ladouceur, Membership Officer
membership@cps-ottawa.com

Membership Roster Changes

MEMBERSHIP CHANGES

If you have any changes regarding your membership, i.e. change of address, name, phone number, e-mail address or boat name, mooring, etc.

Please contact Guy A. Ladouceur
(613) 824-9490 or e-mail him your information at
membership@cps-ottawa.com

RIPPLES CONTENT

If you have any stories, photos or articles you would like to share with OPSS members in the Rideau Ripples, send your submissions to ripples@cps-ottawa.com to be considered for publication.

My Resume

1. My first job was working in an Orange Juice factory, but I got canned. I couldn't concentrate.
2. Then I worked in the woods as a Lumberjack, but I just couldn't hack it, so they gave me the axe.
3. After that, I tried to be a Tailor, but I just wasn't suited for it - mainly because it was a sew-sew job.
4. Next, I tried working in a Muffler Factory, but that was too exhausting.
5. Then, I tried to be a Chef - figured it would add a little spice to my life, but I just didn't have the thyme.
6. I attempted to be a Deli Worker, but any way I

sliced it I couldn't cut the mustard.

7. My best job was a Musician, but eventually I found I wasn't noteworthy.
8. I studied a long time to become a Doctor, but I didn't have any patience.
9. Next, was a job in a Shoe Factory. I tried but I just didn't fit in.
10. I became a Professional Fisherman, but discovered that I couldn't live on my net income.
11. I managed to get a good job working for a Pool Maintenance Company, but the work was just too draining.
12. So then I got a job in a Workout Center, but they said I wasn't fit for the job.
13. After many years of trying to find steady work! , I finally got a job as a Historian - until I realized there was no future in it.
14. My last job was working in Starbucks, but I had to quit because it was always the same old grind.
15. SO, I TRIED RETIREMENT AND FOUND THAT I'M PERFECT FOR THE JOB!

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Marine Satellite Communications

As part of the Squadron's Info Night series, on May 8, 2008 Michael Mulley of Globalstar Canada Satellite Co. gave a presentation on satellite communication devices that are available today. He talked to how the technology has evolved, where it is today and how it can be developed for the future. He also discussed how the technology applies to the marine environment and what we can expect in the future.

Michael brought several satellite telephones that clearly showed just how small they are getting. The product that Michael feature is called spot which stands for Satellite Personal Tracker. This is a really neat product in that it is more than just a GPS receiver as it can send signals back to the outside world via satellites and for a reasonable price.

SPOT™ Overview

Introducing SPOT – The World's First Satellite Messenger.

SPOT gives you a vital line of communication with friends and family when you want it and emergency help when you need it. SPOT is compact, rugged and easy to use. And since SPOT uses 100% satellite technology, it works virtually anywhere. Even where cell phones don't. To learn more, visit www.findmespot.com.

You're miles away from everything. And your only worry is "what if?" What if there's an accident? Could you call for help? And could anyone find you even if you did?

SPOT is the world's first satellite messenger. In the event of a minor mishap, SPOT lets you request non-emergency help from friends or family. Or if things get truly out of hand, you can call in the cavalry via 9-1-1. In additions, SPOT lets you send a message to friends and family so they know you're okay, allows them to track your progress and even saves your waypoints for later – all with virtual views provided by Google Maps™.

And since it's all handled with satellite technology, you get coverage wherever you roam. Even where cell phones don't.

SPOT is the first device that can communicate a message and your exact GPS coordinates to the

people you need to contact from virtually anywhere around the world. With SPOT, you can keep in touch no matter what your outdoor activity may be. Whether you're just checking in, allowing others to track your progress or calling for help – SPOT can give you and your loved ones assurance that your next adventure will be a safe one.

Communicates like GPS devices can't – Transmitting messages and exact coordinates.

Unlike traditional GPS devices, which only receive a satellite signal indicating your location, SPOT uses dual satellite networks which allows for an outward communication of your coordinates to be sent to friends and family, or to request emergency assistance when you need it.

Product and Service Features

Communication Functions

- Alert 9-1-1 dispatches emergency responders to an exact location
- Ask for Help sends a request for help to friends and family with your location
- Check In lets contacts know where you are and that you are okay
- Track Progress sends and saves your location and allows others to track your progress using Google Maps™

Battery Life

- Power ON, unused: Approx. 1 year,
- SPOT casting continuous tracking mode: Approx. 14 days
- 9-1-1 mode: Up to 7 consecutive days
- HELP mode: up to 1900 messages
- SPOT check OK up to 1900 messages

Service subscription required

- Messaging: \$99.99 USD/YR - Unlimited basic satellite messaging service subscription
- Tracking: \$49.99/yr (Optional Service)
- Rescue insurance: \$7.95/yr - GEOS Search and Rescue Benefit (Recommended Service)

Product Specs

- Weights: 7 ounces.
- Waterproof to a depth of 1 meter for up to 30 minutes
- Operating Temperatures: -40°F to +185°F
- Operating Altitude: -300 ft to +21,300 ft
- Humidity and Salt Fog Rated
- Powered by Google Maps™



There is life after cell phone signals die - See www.findmespot.com for more details.

Here is what SPOT looks like:



SPOT has saved lives and you can see some testimonials at the following website: www.findmespot.ca/en/newsroom/index.php?cid=311.

Stephen Heit, the local retailer for SPOT was also present and he can be contacted at stephenheit@rogers.com or (613) 238-7533 for any further information on SPOT as well as other satellite products. Or, you can wait to hear from Derek Ansell, the winner of a SPOT unit which was donated by Globalstar as a door prize as he takes the unit through its paces.

Thanks to Fred Cameron our Social Activities Officer for arranging this Info Night as well as all the other ones. Great evening.

Submitted by Cdr Gord Abry

A woman asks man who is traveling with six children, "Are all these kids yours??"

The man replies, " No, I work in a condom factory and these are customer complaints".

Pleasure Craft Courtesy Check



Harry Cole, SN Chief Commander

Harry Cole, SN
Chief Commander
26 Golden Gate Court,
Scarborough, ON, M1P 3A5

Dear CPS Squadron Commanders, Members of the CPS Governing Board and Interested Parties:

As you all know, CPS is now in the process of expanding its roll of administering the Pleasure Craft Courtesy Check (PCCC) programme throughout Canada. In its early stages, thanks largely to the efforts of Jeff Evans and other from the Western Ontario District, we were able to commence PCCC's in Ontario in 2006. Since that time, we have expanded vessel checks to Québec and British Columbia. We hope that within the next two to three years we will have national coverage of PCCC's. In that regard, we are in the process of developing a single, national contract with Transport Canada that will apply to the whole country.

However, Transport Canada is comprised of five regions with each one having a certain degree of autonomy. Those regions are: Pacific (BC), Prairies & Northern (AB, SK, MB and the Yukon), Central & Arctic (Ontario & NWT), Québec and Atlantic (New Brunswick, Nova Scotia & Newfoundland/Labrador). It makes sense, therefore, for CPS to have five "regional" coordinators to work with Transport Canada and Squadrons within the various Districts from which we will recruit volunteers to administer PCCC's. The CPS Regional Coordinators will also work with Coast Guard Auxiliary, the other PCCC administrator and another volunteer organization with which CPS feels it would be in everyone's best interests to promote and maintain a strong, healthy relationship.

At present, Anne MacDonald of Alouette Squadron in Pacific Mainland District has volunteered to coordinate PMD, Vancouver Island North District, Vancouver Island South District and Western Canada Inland District. P/C/C Serge St-Martin has volunteered to coordinate Québec, while the District Commander of Atlantic District is coordinating the Maritimes Region, and Jos Rommens has volunteered to coordinate the



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central and Artic Region (Ontario and NWT) based Districts and Squadrons. As and when we expand into the Prairie & Yukon Region, we will be seeking additional CPS volunteers for that region as well.

P/C/C Tony Gardiner is coordinating the PCCC program on a national basis and will continue until as the programme has attained a mature state and CPS forms an official National Committee.

CPS wishes you all well as the phasing in of the PCCC programme continues, and know that through the Pleasure Craft Courtesy Check programme we will be in a much better position to ensure that boaters in need of education, will come to appreciate CPS as the premiere organization positioned to offer a wide range of excellent marine related courses.

The program's success in CPS will be up to you.

The big winner will be a Safer Recreational Boating Community for all.

Good Luck and Safe Boating.

Harry Cole, Chief Commander,
Canadian Power & Sail Squadrons

If you are interested in PCCC training please contact Gord Abry at commander@cps-ottawa.com.

Manotick Antique Boat Show

Are you interested in viewing classic boats in the water? If so, how would you like to attend and also hand out some Squadron course brochures to people?

The Manotick Antique Boat Show will take place on August 9th, 2008 at Long Island Locks which are near Manotick.

If interested, please contact Gord Abry at commander@cps-ottawa.com right away so that we can set something up with the show organizers.

"Doc, I can't stop singing 'The Green, Green Grass of Home.'"

"That sounds like Tom Jones Syndrome."

"Is it common?"

Well, "It's Not Unusual."

Editor's Note: The following 3 articles originating from the Assistant National Training Officer, Morton Biback, were submitted by Pierre Garneau.

Rescue 21

As you may know, Rescue 21 is the U.S. implementation of DSC. That program is a U.S. Coast Guard initiative that has been ongoing for a number of years now. Bit by bit, they have been put up transmission towers and providing DSC service to various areas of the U.S.

Now, the U.S. Coast Guard has been placed under the direction of their Homeland Security. This means that they have more money and more direction, so results are happening.

Rescue 21 is progressing very, very well with almost all of the East Coast of the US now covered with the latest additions of Hampton Roads, Baltimore, Jacksonville and Miami Sectors.

On the West Coast Port Angeles is fully functional with Astoria coming on line the end of this month. Next will be San Francisco and Los Angeles Sectors by end of July. The Gulf of Mexico is already covered with St Petersburg, Mobile, and New Orleans Sectors fully functional.

Alaska will be the last Sector to be completed by 2010. There are some 900 plus antenna systems associated with the Rescue 21 System allowing the Coast Guard to not only get a position fix by digital means but also by radio direction finding

GPS News

Military GPS

Global Navigation Satellite Systems (GNSS) have been busy with the U.S. GPS system, launching several of the Type IIf satellites. These satellites carry the new L5 signal that is used by the military and increases the accuracy for them exponentially.

It is believed that the accuracy of this system (available only to the military) is in the order of centimetres. This will not benefit boaters at this time.

New, More Accurate GPS for Civilians

The contract has been awarded to MacDonald Douglas to build the type III satellites. These satellites will carry the new L3 civilian signal that will increase



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accuracy and also prevent tropospheric delays. The accuracy should increase to better than that currently provided by WAAS. WAAS provides 3 to 5 metre accuracy. I do not know just how accurate L3 will be. However, this technology will be available to boaters.

This could cause problems. Irresponsible boaters may feel that they can use this degree of accuracy to travel in fog and this could be disastrous. If you cannot see objects 5 metres away, you should not be boating.

Europe's Galileo GPS

There have been newspaper reports about the latest happening with Galileo. They have two satellites deployed with 12 more being manufactured. Reports from the European consortium indicate both satellites are providing excellent positioning information. They hope to have a functional constellation up and running by 2010. This raises a question, where did the money come from? They were reportedly in trouble a short while ago because there was no money, now they launched a second satellite and are talking about launching at least another 20 or so within two years.

Russian Satellites

The Russians have just deployed three new satellites for their Glonass system and restoring the health of that system back to something reasonable.

The Russian Space Agency announced that Russia will have a fully functioning constellation of 24 satellites by 2010. They have 18 in orbit now.

The Russian Federal Industry Agency recently produced a personal navigation device (PND) that uses both the Glonass and the U.S. GPS signals. The PND can receive 12 Glonass and 20 GPS channels. The first 1000 units put on the market sold out in 20 minutes and cost 11,500 to 11,990 rubles or about \$470 to \$490 U.S.

SPOT

At the recent Training Meeting held in Toronto, we had a presentation by a company that is becoming a CPS partner. They sell a personal locator device called SPOT.

Although it is not the same as the Russian device mentioned above, it is representative of where we are going with GPS technology.

GPS for Cars

The sales of car GPSs is skyrocketing. Literally

millions are being sold.

Newer developments on the way, a local broadcast signal can cause your GPS to know about traffic tie-ups, road construction, accidents, temporary street closures, etc. The GPS will be able to suggest alternate routes in real time.

Information that can be passed on to your car's GPS may even include police radar locations, red light cameras at the intersection you are approaching, ambulance and fire trucks approaching your location, etc.

GPS Lawnmowers

There are lawnmowers guided by GPS, designed to cut grass at parks, golf courses, etc. They are programmed to avoid flower beds, bushes, trees, sidewalks and other fixed obstacles. However, how do they avoid someone sleeping on the grass in the park, dogs, etc.?

CPS Courses

CPS has a GPS course, an Electronic Charting course and a RADAR course. These are typically four evening courses that most squadrons should include in their curriculum.

Report on LORAN to the Electronic Navigation Committee.

Loran will Not be Scrapped After All

Last year I reported to CPS that LORAN in the U.S. was going to be scrapped as of the beginning of 2008. At the time, no more money, no repairs or maintenance was going to be put into the system. Stations that worked OK would be left on until they failed, then they would be abandoned.

A few years ago, I asked Walt Fields of USPS (who has exceptional connections) about the possibility of a terrorist nation launching missiles and destroying GPS satellites. He advised that at that time this was not considered to be a threat. However, some months ago, the U.S. shot down an abandoned space station that may have crashed into a populated area. This proved that a missile could indeed bring down a satellite, and that meant that a potential danger does exist.

It was considered that Loran was unnecessary because GPS was more accurate (in general), GPS



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was available almost everywhere and Loran is not as widespread.

There was a huge outcry, mostly from commercial operators who use Loran.

Because of the concerns of those who wanted Loran to remain and the realization that GPS does have a vulnerability, the U.S. has decided to retain Loran, but in a new form. It will be called eLoran (Enhanced Loran).

Cost

The entire project will cost about \$200 Million and the Bush Administration and Congress have put \$34.5 Million in the budget as start up for the project.

Updates

The update will include the addition of atomic clocks similar to those in the GPS for system timing, replacing all the electronics for solid state, (much of the current system still uses vacuum tubes) increasing the output power, and installing 19 new systems to eliminate the Master/Slave concept in order to get a position fix.

Positioning

All position information will be in Lat/Long rather than TD coordinates. You will remember that at one time our Training Chart #1 (used in the Boating Course) had a lattice-work grid printed on it for Loran. This was left off the chart at one point because Loran has been fading. The new eLoran will not require this grid and the position accuracy will be compatible to GPS without WAAS (about 15 metres).

Change of Responsibility

The Loran responsibility was also removed from the responsibility of the U.S. Coast Guard and put under the responsibility of the Homeland Security Directorate of Protection and Analysis.

Backup to GPS

The reason that the U.S. Government decided to keep Loran was to provide a back-up to GPS in the event of a GPS failure. Just about all timing in the U.S. telephone systems depend upon the GPS clocks and if the GPS system should be disrupted, the telephone systems including cellular systems would also be disrupted meaning a complete failure. eLoran becomes the back-up to prevent that from happening.

The revitalization of Loran means that we now have to add information on this subject to our Electronic Navigation course.

As further news develops, you will be advised.

Rideau District 2008 Annual Summer Picnic

The Annual District Picnic is a chance to meet other CPS members & those who administer the District on behalf of the seven Squadrons within Rideau District. Come by boat or by car but do come to one of the nicest places imaginable.

If you haven't attended this event before and don't think you'll know too many people, consider coming as a group from your Squadron. Coming alone? There will be folks available to introduce you around to others. The only request is that you tell us ahead of time (before August 18th, if possible) so we will have sufficient corn on hand.

Details

DATE:

Sunday, August 24, 2008

PLACE:

Don & Nan Bell's property, Rideau Ferry, Ontario. Make your way to either Perth or Lombardy. Take CR#1 (Rideau Ferry Road) east from Perth or west from Lombardy to Rideau Ferry. Rideau Ferry Bridge is about 11 km from Perth and 7 km from Lombardy. Don & Nan live on the east side of the bridge on the north side of the road. There will be signs to tell you that you are in the right place.

TIME:

Noon to sundown.

FACILITIES:

Dockage (Please call Don Bell at 1-613-283-5145 to confirm there will be room).
Swimming pool.

SAFETY:

Young children on docks or boats must wear PFD/Life Jackets.

MENU:

Bring your own steak or other BBQ fare, an appetizer or favourite salade to share and favourite beverage. The District will provide BBQs, corn, dessert, condiments, coffee, tea, plates and plastic cutlery.



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BOOKING RESERVATION:

Mail, phone or e-mail the following information before August 18th:

- A) Your name, phone number and Squadron
- B) Number of adults & children in your party to:

Phil Newsome
 1210 Millwood Ave
 Brockville ON
 K6V 6Z6
 Tel: 1-613-345-0579
 E-mail: pnews2010@aol.com

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Note of Thanks

Editor's Note: Content of email sent by Phil Poichuk to OPSS Social Activities Officer Fred Cameron

"Just thought I'd drop a line to you expressing, for myself and on behalf of Nancy, our gratitude for the War Museum tour conducted by Pierre Garneau. I am normally the type to wander around myself, at my own speed, at such venues. Had I done so, I would have

missed a wealth of information as described by Pierre, information that is not on any of the signs at the exhibits, and my experience would have been definitely lacking. Well done, Pierre! "

CARBON MONOXIDE POISONING IS AN INVISIBLE DANGER TO BOATERS

Carbon monoxide (CO) poisoning is being blamed for an increasing number of boating deaths. Boaters cannot detect CO, as it is a colourless and odourless gas. CO is produced during the incomplete combustion of fossil fuel and can cut off the oxygen supply to the body. It can cause death in minutes.

CO can be generated by idling your engine, heating your cabin, or cooking in poorly ventilated areas. Be especially careful in areas which have been modified, such as cabin extensions and areas fitted with canvas tops. Use a carbon-monoxide detector that has been designed for use in a vessel and check its batteries before every trip.

A swimmer can be overcome by CO poisoning in a few breaths and drown. Swimmers and divers are at risk of CO poisoning in areas under platforms mounted on vessels or between the pontoons of houseboats.

There is also a danger when boat engines have been left to idle in poorly ventilated areas. Watch out for the back-draft effect: a tail wind can carry CO back into the vessel.

CO can build up in vessel spaces when two vessels are tied to each other, in vessels where an improper load distribution causes the bow to ride high, and near the exhaust terminus of portable generators when the vessel is stationary and the generator is running.

For more information on CO poisoning, visit the Office of Boating Safety website at www.boatingsafety.gc.ca or phone toll-free at 1-800-267-6687