



## Ottawa Power and Sail Squadron Rideau Ripples October/November 2009



### Commander's Comments

**T**he Annual General Meeting of the Canadian Power & Sail Squadrons was held in Sherbrooke, Quebec from September 30th to October 3rd, 2009. The Ottawa Squadron was represented by Guy and Marjorie Ladouceur, Linda and Terry Hamilton, Cathie Johnstone, Jim MacLeod, Evelyn Clue and myself. The members of the Sherbrooke Squadron outdid themselves in the preparation for and presentation of the Annual General Meeting. A wonderful time was had by all who attended. Next year, the Annual General Meeting is in Nanaimo, British Columbia. If you can, plan to attend. The people who make up this organization are fun to be with and the meetings and seminars provide useful information to members of the Squadrons.

The Squadron Commanders' Meeting was held on October 2nd from 0800 to 1200 hours. The purposes of the meeting is to allow the Squadron Commanders to raise issues of concern to them and their Squadrons and then to bring these issues to the attention of the National Bridge, the members of which joined the meeting at 1100 hours. The following items are a sample of the matters raised during the course of the meeting.

- 1) Many, if not all, of the Squadrons are having increasing difficulty attracting students to the courses being offered and, in particular, in attracting students to the Boating Course. Successful graduates of the Boating Course are eligible for full membership in the Squadrons. This class is the "feeder" for our Squadron membership, yet class sizes continue to dwindle over the years. In 1996, there were 10,000 students in the Boating Course across Canada, while 10 years later in

2006 there were 4,000 students in the course of whom only 2,672 graduated. How do we attract students to the Boating Course and to the advanced courses?

- 2) There was some discussion in the meeting on the need to re-vamp the content of the Boating Course. Some would remove much of the chart work from the course content replacing it with the use of a GPS. This was hotly debated with some individuals supporting the change, while others opposing the change. It would appear that the basic content of the course will remain the same with the addition of a further chapter to the materials, which chapter will deal with the use of a GPS and the use of chart plotting software.
- 3) Membership retention is a major issue with all Squadrons. Boat Pro graduates receive a free one-year associate membership in the organization. Less than 30% of these people renew their membership in the second year. Many Squadrons are finding that their regular members are not renewing memberships, as those memberships come due. The Squadron Commanders exchanged ideas on how to encourage members to renew, as well as how the Squadrons can attempt to attract new members. Some of the methods used to attract and maintain members include:
  - a) placement of advertising flyers in marinas, with the flyers detailing the courses offered by the varying Squadrons and the benefits of membership in the Squadron;
  - b) placing bookmarks containing Squadron information into libraries, marinas and/or retail outlets selling boat related items;
  - c) utilizing the Internet to maintain contact with the membership;
  - d) placing advertisements in newspapers, including local ethnic newspapers;
  - e) encouraging Squadron members to "spread the word" about the benefits of membership in the Canadian Power & Sail Squadrons.

By far the most effective method of encouraging membership retention is to involve the members of the Squadrons themselves. Please renew your memberships at the earliest possible time and encourage your friends and family to do the same.

- 4) In 2008, a suggestion had been passed to the appropriate Federal authorities asking the



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authorities to consider and an extension of the “life of flares” from four to seven years. The matter was again raised. No response had been received to the suggested increase in the “life of flares”;

- 5) A number of Squadrons have members who are interested in flare demonstrations. It is questionable whether such demonstrations can be legally carried out in Ontario. The members of the Barrie Squadron indicate that they do carry out flare demonstrations, but before doing so, they notify the local police department, fire department, coast guard and air control authorities that a flare demonstration will be carried out at a specific location at a specific time. They have had no difficulties with the authorities as a result of carry out the flare demonstrations.

In addition to the Squadron Commanders Meeting, I attended the Annual General Meeting and three separate seminars. The seminars attended were Global Warming Misconception, Map 2 and Marketing.

Of most interest to this Squadron is the material in the Map 2 and Marketing seminars. These seminars were directed towards maintaining membership in the Squadrons and attracting individuals to the Squadrons. The Bridge of the Ottawa Squadron will be considering the matters raised in both of these seminars in upcoming Bridge meetings and will implement the suggestions made in both of these seminars. The Map 2 (Membership Acquisition Plan) sets out specific suggests on contact with new members, continued contact with existing members and methods to encourage both new members and old members to renew their membership. It is important that the Squadron implement these suggestions.

As the boating season comes to an end, I would ask each member of the Squadron to consider an early renewal of their membership and signing up for an advanced course during the course of the late fall and winter months. Your support of the Squadron and its activities is greatly appreciated.

*Bryan A. Carroll, Commander – O.P.S.S.*

[commander@cps-ottawa.com](mailto:commander@cps-ottawa.com)

**The 2009 – 2010 Bridge**

<u>Squadron Commander</u>	Cdr Bryan Carroll
<u>Executive Officer</u>	Guy Ladoucer
<u>Treasurer</u>	Don Partridge
<u>Training Officer</u>	Jim MacLeod, SN
<u>Assistant Training Officer (Adv/Elective)</u>	Robin Craig
<u>Assistant Training Officer (BoatPro)</u>	Rolly Nantel
<u>Assistant Training Officer (Supply)</u>	Monique Vallieres
<u>Archivist</u>	<b>Position Open</b>
<u>Membership Officer</u>	Terry Hamilton
<u>Environmental Affairs Officer</u>	Nick Baets
<u>Regalia Officer</u>	Al Syberg
<u>Secretary</u>	Sue Baker, SN
<u>Communications Officer</u>	Frank Keating
<u>Social Activities Officer</u>	Fred Cameron
<u>Mailing Officer</u>	Marjorie Ladouceur
<u>MAREP &amp; Safety Officer</u>	Bill Kerr
<u>Rideau Ripples Editor</u>	Steve Lortie
<u>Public Relations / Marketing Officer</u>	<b>Position Open</b>
<u>Past Commander</u>	P/C Gordon Abry
<u>Squadron Examiner</u>	Jim MacLeod, SN
<u>Squadron Financial Review Rep</u>	Don Tanner
<u>Webmaster</u>	Philip Harris

**Squadron Mailing Address**

**Ottawa Power and Sail Squadron**  
P.O. Box 8481 Terminal 'T'  
Ottawa Ontario, K1G 3H9  
**Squadron Answering Machine – (613) 567-3265**

<u>Commander</u>	<u>Supply Officer</u>
Cdr. Bryan Carroll	Monique Vallieres
(613)787-3506	(613) 741-6444
<u>Social Activities Officer</u>	<u>Rideau Ripples Editor</u>
Fred Cameron	Steve Lortie
(613) 745-5188	(613) 592-2122



## Squadron Events Calendar

**Tuesday, 3 November 2009 - 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, 12 November 2009 - Info Night** with Diane & Daniel Jobin, sailing the Caribbean.

**Tuesday, 1 December 2009 - Bridge meeting and Christmas Dinner.** Place to be announced.

**Tuesday, 5 January 2010 - 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.

**Tuesday, 2 February 2010 - 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.

**Saturday, 27 February 2010 - Squadron Annual Dinner.** Presenter will be Ken Potter, Manager, of Marine Investigation Operations with the Transportation Safety Board (TSB).

[Please watch the website for upcoming social events.](#)

Fred Cameron, Social Activities Officer

[social@cps-ottawa.com](mailto:social@cps-ottawa.com)

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### A Boat Green Oil Change

Just last week I changed the oil in my engine and I thought the following tips may be helpful to others. This can be a messy job but with proper planning and taking preventive measures beforehand you can do this without spilling any oil. Unlike a car where the oil drains by gravity from the oil sump, you will have to pump it out, usually through the dip stick tube. Here follows some guidelines you can follow.

#### Steps You Can Take

Implement a target of zero-spill for each oil change you do. That means no spills into your boat, bilge or the water. Plan your oil change when you know your marina's (or local) oil recycling facilities will be available to you. Winding up with an open bucket full of used engine oil is asking for trouble. Lay out the tools and supplies you need before you start. Have a spill prevention aids such as oil absorbent pads and

bilge socks handy as well as a container to collect and store clean-up material handy. Use latex or nitrile gloves during the oil change. Do a quick mental review of the steps you need to take to do the oil change, here they are:

- ✓ Warm up your engine before you start so the oil is less viscous and easier to pump. After running it let it sit for a bit to allow the oil to drain back in the sump before pumping it out.
- ✓ Use a "closed system" to transfer the oil directly to a receptacle. I use "The Oil Boy" Fluid Extractor Kit available through West Marine but I am sure you can get very good similar kits through other suppliers. For years I used to use a hand held pump with both a suction and discharge hose but this was always messy and you need an open container to transfer the oil in. An electric or manual spill-proof pump or extractor, permanently connected to a valved fitting in the oil sump area of your engine is preferable as you do not have to put it in place each time you change the oil.
- ✓ Lay oil absorbent pads on the engine room floor underneath the sump fitting, used oil receptacle and any oil filter(s) that you plan to change.
- ✓ Use a receptacle that can hold warm oil without melting. Preferably one with a lid. I keep the empty jugs and caps of the previous change to put the used oil in when done.
- ✓ If you have an automatic bilge pump, temporarily disable it so it does not cycle on in case of a spill.
- ✓ Loosen the filter until you can turn it by hand, then bag it with a heavy freezer bag prior to screwing it off.
- ✓ Add new oil to the "Safe" mark.
- ✓ Mop up any spills on the engine, hoses, floor or bilge right away using an oil absorbent pad. Drain the hose(s) you used to pump out on a pad before storing them for the next oil change. They will keep dripping for a bit so give it proper time.
- ✓ Make sure your bilge pump is turned back on.
- ✓ Dispose used oil and filter element at an approved oil recycling facility. Ask for permission, you can usually drop this off at the marina, your car dealer or a Canadian Tire store. The place where you buy your new oil is a good bet for proper disposal.



Excerpt from "Boat Green" 50 Steps Boaters can take to save our waters by Clyde W. Ford. See CPS publication "EnviroBoater" available on the internet.

For pumps check:  
<http://www.wholesalemarine.com/c/260003/Oil+Change+Pumps.html>

Nick Baets, Environmental Affairs Officer  
[environmental@cps-ottawa.com](mailto:environmental@cps-ottawa.com)

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## Cowan Insurance Column

Dear Carla:

What are the deductible options under my CPS policy?

Dear CPS Member:

The deductible is a percentage of the boat & equipment value on your policy. The choices are 1%, 2%, 3% or 4%. For example, if your boat is worth \$50,000, you can choose from a \$500, \$1,000, \$1,500 or \$2,000 deductibles. The higher the deductible, the lower the premium.

Dear Carla:

In reviewing my boat insurance renewal, it refers to me having a "reducing deductible". Can you please explain this to me?

Dear CPS Member:

A "reducing deductible" means that your deductible is lowered by 10% per year that you are claims-free.

For example, you set up a new policy and you choose a deductible of \$1000. On renewal, if you haven't had any claims, your deductible will reduce to \$900 (10% less). The following year, it will be \$800 (20% less) and so on. The maximum reduction of your deductible is 50%.

We encourage you to ask us any insurance-related questions. Please feel free to email me:  
[carla.lettenbauer@cowangroup.ca](mailto:carla.lettenbauer@cowangroup.ca)

### ARE YOU GETTING A DISCOUNT ON YOUR HOME & AUTO INSURANCE?

You should be! CPS members have access to discounted group insurance rates. Find out how much money you can save. Just contact Aviva Traders at 1-877-787-7021 or visit <http://www.avivatraders.com/cps>.

We encourage you to share any stories or ask any insurance-related questions. Please email: [carla.lettenbauer@cowangroup.ca](mailto:carla.lettenbauer@cowangroup.ca)

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## Harmonized Sales Tax

Following is an excerpt from a letter sent to Ontario Marine Owners Association (OMOA) members and I thought it would be informative to OPSS members.

"When Ontario's 13% harmonized sales tax (HST) comes into effect on Jul 1, 2010, the 8% provincial sales tax (PST) will be combined with the 5% good and services tax (GST). The harmonized tax of 13% will cover a wide range of services previously exempt from Ontario PST. **This basically means that Ontario boaters will pay 13% instead of 5% on almost all marine services.** We estimate that OMOA member boaters will pay an additional \$20,000,000 per year in taxes ..."

"... Some items boaters will begin paying an extra 8% on include and are not limited to;

Dockage & mooring, Repair services, Marine surveyor services, Legal services, Safety equipment, Brokerage fees, Winter storage, Launching & haul out, Mast stepping, Holding tank pump out."

All OMOA members should have received this letter along with a petition for it's customers to sign. If you feel that the HST is bad for us, now is the time to do something about it.

Steve Lortie, Ripples Editor

[ripples@cps-ottawa.com](mailto:ripples@cps-ottawa.com)

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## Upcoming Courses

Maritime Radio VHF (English)  
18, 25 November and 02 December  
(This course is open to the public)

Registration: First day of class between 1830-1900, or use our Online Registration form ([http://www.cps-ottawa.com/forms/reg\\_vhf.html](http://www.cps-ottawa.com/forms/reg_vhf.html))

**Complete Course** (Modules 1 & 2): \$70.00  
(Manual/Instruction/Exam.)

**Module 2 (Digital Selective Calling ):** \$50.00  
(Manual for Module 2/Instruction/Exam)



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**2009 - 2010 BOATPRO COURSE DATES AND INFORMATION**

Branch	Day Of Week	First Class	Second Class	Last Class
Nepean Centrepointe	Tues	10-Nov-09	17-Nov-09	24-Nov-09
North Gloucester	Tues	12-Jan-10	19-Jan-10	26-Jan-10
Alta Vista	Wed	10-Feb-10	17-Feb-10	24-Feb-10
Blackburn Hamlet	Thur	11-Mar-10	18-Mar-10	25-Mar-10
Nepean Centrepointe	Tues	16-Mar-10	23-Mar-10	30-Mar-10
Blackburn Hamlet	Tues	13-Apr-10	20-Apr-10	27-Apr-10
Nepean Centrepointe	Wed	14-Apr-10	21-Apr-10	28-Apr-10
Blackburn Hamlet	Tues	11-May-10	18-May-10	25-May-10
Alta Vista	Wed	12-May-10	19-May-10	26-May-10
Manotic	Thur	13-May-10	20-May-10	27-May-10

Courses given at the Ottawa Public Library Branches start at 18:30 and run to 20:30. Arrive at 18:00 on the first night to complete the registration process. Fees include course materials, (PCOC) examination, and the Pleasure Craft Operators Certificate.

For ON LINE Registration, visit the website <http://www.cps-ottawa.com/courses.html>

**Course Price:** \$50.00 for adults and \$45.00 for students. Payment may be made in Cash, Cheque, Visa or MasterCard. Please make cheques payable to "Ottawa Power and Sail Squadron".

**COURSE DESCRIPTION:** 3 two-hour weekly sessions.

This Canadian Coast Guard accredited course is designed for you and your family to obtain a Pleasure Craft Operator Card (PCOC), the proof of competency required under government regulation. It is also recognized by the National Association of State Boating Law Administrators (USA). This operator card is valid for life.

Boat Pro is a highly acclaimed safety related course held in three sessions, over consecutive weeks. Boat Pro is suitable for fishermen, cottagers, and Personal Watercraft boaters. This course provides an excellent introduction to water safety for all members of the family. We encourage youth from age twelve and over to participate and obtain their PCOC. Everyone who operates a pleasure craft fitted with a motor and used for recreational purposes will require a PCOC after September 15, 2009. Until that time, you need a PCOC if your craft is less than 4 metres in length, or if you were born after April 1, 1983.

Alta Vista - (South end)	516 Alta Vista	Ottawa, ON	K1V 7T1 613-737-2837
Blackburn Hamlet - (East end)	199 Glen Park	Ottawa ON	K1B 5B8 613-824-6926
Centrepointe - (West end)	101 Centrepointe	Ottawa ON	K2G 5K7 613-580-2710
Manotick - (River Rd Sth)	5499 South River Rd.	Ottawa ON	K4M 1J3 613-692-3854
North Gloucester - (East end)	2036 Ogilvie Rd.	Ottawa ON	K4M 1J3 613-692-3854
Orleans - (East end)	05 Orléans	Ottawa ON	K1C 4W2 613-824-1962



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