

The Port Hole

The official publication of Canadian Power & Sail Squadrons | Escadrilles canadiennes de plaisance



Summer 2007

Photo: Gary Scott Breithaupt



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Joan Eyolfson Cadham
—Editor-in-Chief

Volunteer groups, including CPS, are amazing organizations that face an equally stunning array of challenges. Sometimes a small dollop of humour makes the point better than argument. Certainly any of us who have ever been part of a committee for any volunteer organization might see the logic in the following offerings which, I confess, come from some anonymous soul via the Internet and are offered as some summer reflecting before Squadron activities resume in the fall.

Dakota Sioux tribal wisdom says that when you discover you are riding a dead horse, the best strategy is to dismount. However, in most volunteer organizations, we often first try other strategies, including some or all of the following:

1. Buy a stronger whip.
2. Change riders.
3. Say things like “This is the way we always have ridden this horse.”
4. Set up a committee to study the horse.
5. Identify others’ best practice, to see how they ride dead horses.
6. Increase the standards to ride dead horses.
7. Appoint a task force to revive the dead horse.
8. Spend more on training to improve our riding skills.
9. Compare the state of dead horses in today’s environment.
10. Change the requirements declaring that “This horse is not dead.”
11. Establish a new committee or agency capable of riding a dead horse.
12. Harness several dead horses together for increased speed.
13. Declare that “No horse is too dead to beat.”
14. Provide additional funding to increase the horse’s performance.
15. Do a study to see if contractors can ride it cheaper.
16. Purchase a product to make dead horses run faster.
17. Declare the horse is “better, faster and cheaper” dead.
18. Form a quality circle to find uses for dead horses.
19. Review the performance requirements for horses.
20. Say this horse was procured with cost as an independent variable.
21. Promote the dead horse.

Sometimes, verse makes the point better than prose:

A Committee Ditty

Oh, give me your pity,
I’m on a committee,
Which means that from morning
‘til night,
We attend and amend
And contend and defend
Without a conclusion in sight.

We confer and concur,
We defer and demur,
And reiterate all of our thoughts.
We revise the agenda
With frequent addenda
To favour our caucus and plots.

We compose and propose,
And suppose and oppose,
And points of procedure are fun;
But though various notions
Are brought up as motions
There’s really not much
getting done.

We resolve and absolve,
But we never dissolve,
Since it’s out of the question for us
To bring the committee
To an end like this ditty,
Which should stop with a
period, thus.



Catherine McLeod, P
 –CPS National Secretary

CPS is the best thing that happened to me. It enhanced my boating skills, helped me professionally, and found me wonderful friends across Canada.

When I took the Boating course, I didn't know that I would put my classroom learning to good use the following summer. We trailered our new bow rider to Georgian Bay for a weekend cruise. So far from shore that we could not return without power, our impellor broke. As black smoke poured from the engine, I knew what to do thanks to the Boating course.

Instead of my legs turning to jelly, my stomach being in my throat, and my heart going into palpitations, I began signalling to nearby boaters for assistance. We were soon towed to shore and able to get the problem fixed.

Over the years there have been other situations – fog, rough weather, thunderstorms, etc. - and my CPS training has kept me from pressing the panic button instead of dealing with each situation as I was taught in my *Boating* course, and later in *Piloting* and *Advanced Piloting*.

For the past 14 years, we boated on the Trent-Severn Waterway in Ontario, which is well buoyed. There are nearby boaters, marinas, and homes along the shoreline, with few remote locations.

Last year, we began boating on the Bay of Quinte, Lake Ontario, and the 1000 Islands area on the St. Lawrence River. Cruising instead of stopping

So far from shore that we could not return without power, our impellor broke. As black smoke poured from the engine, I knew what to do thanks to the Boating course.

and starting at the locks is wonderful. However, this type of boating requires full use of all one's skills.

I tell my grandchildren we are on "big water" now and new rules apply. They are learning there are different types of buoys to watch out for. There is more immediate danger from deeper, colder water. There is a need to watch the weather carefully. Lake Ontario is notorious for calm one minute, and within a short while, despite it being a clear day, becoming storm-tossed.

While on the Trent-Severn, I was lax in wearing my *Personal Flotation Device*, but that is no longer the case. I feel more secure wearing my PFD. The "big water" is a lot colder than the shallow lakes and rivers on the Trent-Severn, and shore can be farther away. The wave action also provides more opportunity to face a "man overboard" situation.

But one thing won't change. I will still talk to fellow boaters about CPS, relate my experiences, and encourage them to take the CPS Boating course. It doesn't matter how many years anyone has boated, there is still a lot to learn, and CPS provides that knowledge needed to have a fun and safe summer on the water.



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Alain Brière, N
Executive Director

MAIL CALL

I'm 16, and I already know what I want to do with my life. Granted, most people know what they want to be in their teens, but so far, it's been difficult. I want to pursue a life of leisure, excitement, and occasional danger, I want to do something that includes both boats, and me working on (or in) them. This mystery job would have to include plenty of free time and money to finance my boating adventures.

I saw the call in Port Hole asking for pieces about boating in general (at least, that's what I want to believe; they didn't list my exact topic), and I thought 'Great! Now I can tell people why I want to do whatever it is that I'm going to do, and how it all relates to travelling the water ways of Canada'.

In the middle of every summer, my family, and my extended boating family, voyage down the North Channel. It's the most influential time in my life, and I love it. I can do whatever I want on the water,

and can forget the worries of school. True, my father keeps a close eye on what I'm doing, and sometimes, we end up fighting, but then again, who doesn't, when confined to the quarters of a 30 ft boat for two weeks?

These aren't the only reasons why I know that I want my whole life to include the freedom of the water and the challenges of the unknown, but what kind of job offers all that? I have thought about a position in the Coast Guard, or even working for a ship designing company, but they just don't seem that exciting. So it's either joining the Canadian navy, or becoming an astronaut.

Emily Hope

(Emily Hope lives on St. Joseph Island (just east of Sault Ste. Marie ON), Hilton Beach. It's a great place, almost the entrance to the North Channel. She's been around boats for as long as she can remember, and her parents were boating before she was born.)

CALLING ALL WRITERS:

Short is wonderful. Port Hole needs a stack of short pieces, running 100 to 300 words.

Topics? What do you do in a boating emergency? Know a very special little anchorage? (If you want to share the space with 3000 other boaters.) What are the advantages of trailering? Where's the best spot in Canada to kayak? Where can a boater find the best off-dock sunset? Or sunrise, if you are into early rising.

Send text to Joan Eyolfson Cadham at jcadh@sasktel.net and photos to Vanessa at Headquarters (vschmidt@cps-ecp.ca).

We don't pay, but we will rain blessings down upon your head.



Holly Levinter, AP
–Ashbridge's Bay Squadron

From **Nanaimo Power & Sail Squadron**, we get some tips on GPS and sailing.

When tacking to a destination up-wind, it is often difficult to know how much time to spend on each tack. Most boats perform differently on each tack. By bearing away slightly, you increase speed, but have to travel a greater distance.

You can solve this problem by registering your destination as a “waypoint.”

Most GPS show a Velocity Made Good (VMG) read-out to a waypoint. Using this screen, it is easy to judge which is the most productive tack and point of sail. Similarly, you can also read off the bearing and distance to a waypoint to make the same judgment.

From **Rideau Ripples of Ottawa Power and Sail Squadron**. Now is the time to restock your first aid kit. Items vary depending on an individual's knowledge of first aid treatment. Always check for allergies before giving medicine or pills. There are various kits available on the market but for people who wish to make their own, a plastic tackle box makes a good first aid container. A first aid kit should contain:

- Sterile gauze dressings 5, 7.5 and 10 cm squares
- Roll of sterile 5 cm gauze bandage
- Box of assorted adhesive bandages
- Roll of absorbent cotton
- Roll of 2.5 cm adhesive tape
- Tongue depressors/finger splints

- Medicine dropper
- Oral thermometer
- Bottle of mild antiseptic
- Calamine lotion
- Spirits of ammonia (capsules)
- ASA tablets
- Seasickness pills or patches
- Milk of Magnesia tablets
- Mild painkiller pills
- Baking Soda
- Antihistamines

Many medications have a limited shelf life and if included in the kit, should be replaced at intervals.

Testing your lifejacket

From **Nanoose Rudder of Nanoose Squadron**

To test the Inherently Buoyant PFDs, put on your lifejacket. It should fit properly with all zippers, straps, ties and snaps correctly secured. Ease yourself into the water up to your neck. Lift your legs and tilt your head back in a relaxed, floating position. Your mouth should be out of the water and you should float comfortably without any physical effort. If the life jacket rides up, try securing it tighter. If it still rides up, you may need a different style. You should be able to swim without significant restriction.

To test inflatable PFDs: If you do not want to test the CO₂ inflation system, remove the cylinder (and, if installed, the water-sensing element). Put the jacket on and fully inflate it. Then test it like an inherently buoyant PFD. Ride-up is generally not an

issue. The amount of buoyancy will probably require swimming using some form of side or backstroke. It will be difficult to swim on one's stomach when the PFD is properly secured.

From the **Masthead of Vancouver Power and Sail Squadron** we get a safety checklist from Don't Leave Shore without it by News Canada;

Fresh breezes, sunshine and sparkling water – an ideal combination for summer pleasure boating. Don't let disaster darken your outing. Keep this boater checklist handy and refer to it before you leave shore every time.

- Does your boat meet all safety regulations?
- Is your boat seaworthy and capable of handling the prevailing water conditions?
- Do you have an approved lifejacket for every member of your party?
- Do you have safety flares and a waterproof lighter?
- Do you have two buoyant towlines?
- Do you have an anchor?
- Do you have a sound-emitting device such as a horn or whistle?
- Do you have paddles or oars?
- Do you have tools to perform minor mechanical repairs?
- Do you have a fire extinguisher?
- Do you have a first aid kit?
- Do you have sufficient fuel?
- Have you checked your fuel system for leaks or fumes?
- Do you have water and food for the trip?



A passage to

Rogue's Roost & Mahone Bay



At the end of part one in the Spring issue, we left our rookie sailor close under Chebucto Head light, thinking about Captain Joshua Slocum who had sailed by this point a century earlier. . .

Richard Perry
—*Halifax Squadron*

At the base of Chebucto Head, there are some nasty rocks that would chew up the ¼ inch-thick skin of a fiberglass boat. Our skipper is steering from the cabin, and every now and again he touches the plus or minus button on the auto helm to nudge us a bit left to make sure there's plenty of room between us and the aids to navigation that he has programmed as waypoints. I'm fascinated at the technology. Steering without a wheel or tiller. Cool.

Dave is in the cabin. Ah, the privilege of being skipper, I think to myself. Johnny is asleep on the port cockpit locker nursing a mild hangover, unaware of the water dripping from the boom onto his PFD, then his pant leg. Lang and I are trying to see through the curtain of fog, as the ocean swells play with Angeleah. We decide that Johnny needs the sleep more than he needs dry jeans, so we let him be.

When we reach the red buoy 'AM 58' near Shannon Island, David focuses totally on his radar and GPS. This is serious stuff, conning Angeleah through

a narrow channel, in total fog, between Hearn and Roost Islands, and then onto a 100 degree magnetic course toward the anchorage. I was at the wheel as we passed green buoy 'AN 52'. "Dave, should I be to the left or right of the green can?" "What? Right, always right. Where are we?" He jumps into the cockpit, sees the green buoy passing on the wrong side of the boat and grabs the wheel, cranking hard to starboard.

"Everything left of that buoy is shallow water and nothing but rock. We're fine now."

Fifteen minutes later, we anchor in 10 or 11 feet of water, well behind a group of power boaters who had rafted together for the night. As dusk falls, we gather around the cabin table, washing down chips and dip with rum. "What'll it be boys, light, dark or mystery?" asks our host. I ask for half an inch of the light, sissy stuff topped up with cola all the way to the rim. B.B. King's blues classic 'The Thrill is Gone' is groovin' out of the CD player. We talk and joke long enough to hear the CD repeat three or four times. So this is why people get hooked on cruising? It reminds me of the chorus in 'The Bosun's Alphabet', a sailor's song popular among square-riggers during the late 1800s.

"Merrily, so merrily, so merrily sail we, There's no mortal on earth like a sailor at sea, Blow high or blow low! As the ship rolls along, Give a sailor his grog and there's nothing goes wrong."

Around midnight, at anchor in Rogue's Roost, we settle into our sleeping bags. Skipper is in the V-berth forward, Johnny and I take the settees in the cabin, while Lang, the shortest of the crew, scampers into the quarter-berth next to the diesel engine and below the cockpit. It's a tight squeeze. A light breeze tickles the halyards against the mast. Not enough noise to keep me from

a deep, long sleep. Even the party boys on the raft have turned in for the night.

Morning brings brilliant sunshine, perfect weather to ease out from the rocks toward Prospect. We'll get to see what we sailed through in yesterday's fog. We weigh anchor after a filling breakfast of eggs, fried tomatoes, toast, juice and coffee. As we pass the village of Prospect to our starboard, white crashing rollers slam the rocks. Nose into the wind, it's on to Peggy's Cove, Ironbound Island, past St. Margaret's Bay, Tancook Island and into the gentle waters of Mahone Bay.

A few minutes after leaving the Peggy's Cove Lighthouse to starboard, we pass what appears to be a wounded seal or small whale. We can only see what appears to be either a dorsal fin or a flipper. Whatever it is, it turns slowly and is unable to dive. Not much we can do.

Now we're almost directly above the final resting place of Swissair Flight 111. On Sept. 2, 1998, 229 people died here. I was a television reporter with CBC, and spent that night at CFB Shearwater. Cameras rolling, we watched as ambulances streamed onto the base, lights flashing, only to leave when it was apparent there would be no one to rescue. The disaster has been chronicled in books and on television, and now, here on the water 150 feet above the sea floor, a sadness comes over me. I move forward to sit on the deck at the bow. The warm breeze and sun and gentle motion make it easy to close my eyes and fall into a half-sleep.

Not long into the protected waters of Mahone Bay, David decides we'll head to the town's anchorage. We'll pick up our mooring and go ashore, where our first priority is a shower, then dinner. The temperature has climbed all day, and the thought of a cold beer

washing down a plate of fish and chips seems like a plan.

Mahone Bay is a must for cruisers along the south shore. Home of the annual Wooden Boat Festival, the town attracts talented craftspeople and city folk who scratch their rural itch by visiting on weekends. Shutterbugs come here to photograph the three beautiful churches (United, Lutheran, Anglican) perched together at the head of the harbour.

Our dinner and copious amounts of brew behind us, the three crew foolishly decide to row the tender out to Angeleah. Johnny forgot the rule about the importance of keeping a low centre of gravity in a small boat, so over we went, gear and all, into the drink. Locals on the wharf seemed to enjoy the entertainment. Red-faced but happy as clams, we made it back to the boat to catch a wonderful sunset.

Monday morning dawns clear with a light mist hanging above the water. Another huge breakfast, then all four of us wash the deck from stem to stern. The morning fog is burned off by the sun poking up over the eastern horizon. My first offshore cruise will end when my sons Matt and Adam drive out from Halifax to pick me up at the wharf.

"That was awesome, man," is about all I can say to thank our gracious skipper for the invitation, and for guiding us here safely. "We'll do it again," he says.

As we head out on Highway 103 toward Halifax, I've already made up my mind to someday buy a boat of my own. In the words of Captain Slocum:

"To young men contemplating a voyage I would say go. The tales of rough usage are for the most part exaggerations, as also are the stories of sea danger; the days passed happily with me wherever my ship sailed."

Not all boating incidents have tragic endings

John Gullick,
–Deputy Executive Director

Background information courtesy of the Peterborough Examiner. Saturday, Aug. 12, 2006, by staff writer Don Peat.

Cool heads, quick thinking and the actions of a courageous six-year-old resulted in a happy ending for a family out for a ride in their antique boat. The Peterborough County OPP were so impressed by the child's presence of mind that they nominated her for an OPP lifesaving award.

The Proulx family was out for an evening ride in their antique boat on Catchacoma Lake where they were visiting cousins. When her father, Martin, mother Joanne and eight-year-old sister Sophie were thrown out of the boat, six-year-old Elise was stranded aboard while the boat continued to circle, narrowly missing family members.

Following directions shouted by her father over the noise of the engine, Elise moved to the bow and turned off the ignition key. The boat came to a stop about 30 meters from the family. This was close enough for Martin to swim to it with Sophie, get her back in the boat and return for his wife. Joanne had scraped the skin off her left calf when her leg hit the windshield as she was thrown overboard. The propeller had cut her right leg open to the bone, striking an artery and cutting some tendons. Martin was able to get Joanne back into the boat, make her comfortable, get the boat back to their cousin's cottage and stay with Joanne as Elise and Sophie went for help.

The phone line had been restored that day following a major storm the week before. The girls made a 911 call. The daughter of Joanne's cousin secured Joanne's legs to reduce blood flow and Joanne was taken to Baldwin Bay Marina in Buckhorn where they met township firefighters, Peterborough County EMS paramedics and the OPP.

Following additional first aid, Joanne was transported to the Peterborough Regional Health Centre for assessment and surgery to reattach the tendons and skin. She was released within a few days, bandages on her left leg and a cast on her right leg, to recuperate at the family cottage.

OPP Constable Jim Searle said that awards are given to police and civilians who go above and beyond the expected. Searle said that Elise's response was very courageous for a child. "It's amazing and extremely heroic."

What went wrong?

When the wind blew Martin's hat off, his instinctive reaction was to grab for the hat. He released the steering wheel, the boat immediately turned sharply, and three family members were catapulted overboard.

What went right?

Earlier in the week the OPP marine unit had conducted a safety inspection of the boat. Everything was in proper operating order. This would have meant, among other things, that there were Personal Flotation Devices (PFDs) or lifejackets on board for everyone and that

required safety equipment was present.

Both children were wearing those lifejackets.

Everyone stayed calm. Elise was able to switch off the engine and Martin was able to conduct a self-rescue and the rescue of Sophie and Joanne.

To be able to react so quickly to the rapidly escalating, potentially tragic event, the entire family obviously had knowledge of how to deal with a boating incident and had probably discussed boating safety together beforehand.

The lessons to be learned are:

Discuss with your family and other passengers how best to deal with potential emergency situations.

Make sure everyone knows where the safety equipment is and how to use it.

If you are operating a boat, take appropriate operator training.

Wear your PFD or lifejacket while underway.

If an incident takes place, stay calm. Follow the routines you have learned and discussed.



But I don't want to be in charge

A ship with two captains sinks. Turkish Proverb

Nancy Thompson, AP
—Gravenhurst Squadron

I have been in and around boats all my life and have taught safe boating courses both privately and for the Canadian Power and Sail Squadron. One concern I have is that not enough people know how to react in a boating emergency.

As the above proverb suggests, the skipper, and only the skipper, is in charge of the vessel. The rest of us follow his/her instructions. But what if something happens to the skipper? What if they are injured, have a heart attack, fall overboard or some such? Suddenly YOU are in charge. Suddenly, YOU need to know how to run the boat, YOU need to know how to use the emergency equipment, YOU need to know what to do in each situation that requires action. Don't wait until YOU are suddenly in charge. Learn the basics before just "going along for the ride".

Even if you don't own a boat, if you ever go out in one as a passenger, you should know the basics of boating. If you are the spouse or responsible

relative of the boat owner/skipper you should definitely know how to operate the vessel safely. As a responsible crew member or passenger each one of us should have some knowledge of how to: use the on-board safety equipment, call for help, assist in recovering someone from the water and how to drive the boat to shore safely.

I have often met women, some even summering on islands, who do not even know how to start their boats let alone drive them. Get with it folks!

For skippers: Every time you have different people aboard your vessel do take a few moments to show them where the safety equipment is stored and offer them a life jacket or PFD. It's important for every responsible person aboard the vessel to know where the fire extinguishers are and how to use them. They should know when and how to use emergency signaling devices and where they are located. We keep a whistle attached to each life jacket – but it's a good idea to get people to try them out once in a while. Some people are afraid to make a BIG

noise with a whistle or air horn – encourage them to practice, at least once.

Skippers and their crew should practice maneuvering the boat alongside a life jacket/hat/whatever as a pretend person overboard. Practice throwing your buoyant heaving line. When the water warms up practice with a live person in the water. Actually it's good for all of you to try getting into your vessel from deep water.

Skippers, do teach your crew and frequent guests about the basic operation of the boat – how do you start it and how do you stop it. Teach crew how to operate the marine radio, if you have one, or take along a cell phone. Don't forget to include a list of helpful numbers such as your marina!

What all this leads up to is that it is a wonderful idea for everyone who goes boating, whether as a skipper, crew or just along for the ride, to take a basic boating course. The more time you take to educate yourself the more likely you will be a hero rather than a hindrance, should an emergency arise.

PORTS CRUISING GUIDES

A new and exciting member benefit

CPS in partnership with Formula Media Group is pleased to announce that Ports Cruising Guides will now be available to CPS members at a 25% savings. These very popular guides contain pages of invaluable information for those cruising Lake Ontario, the upper St Lawrence, Lake Huron, Georgian Bay, the Trent/Lake Simcoe and Rideau Canal systems. Ports guides contain information on: destinations, marinas, restaurants, local businesses, cruising tips, border crossing information, charts, routes, maps, safety tips, aerial photographs and the list goes on.

To get your copy(s) complete the form below and send it to CPS with a cheque or money order. By this summer you should also be able to order online through Ships Stores.

Georgian Bay / North Channel / Lake Huron PORTS Cruising Guide

(New Edition May 2007) List \$42.95
360 pages. Over 300 FULL COLOUR completely updated aerial photos. Covers the North Channel, Georgian Bay, the Thirty Thousand Islands Small Craft Route, plus the Canadian side of Lake Huron from Lake St. Clair to Sault Ste. Marie.

Trent/Lake Simcoe PORTS Cruising Guide

(2006) List \$37.95
270 pages. FULL COLOUR. Over 200 new labelled aerial photos. Mile-by-mile guide with full details on marinas and facilities, moorings, repair services, shopping, eating out and things to do.

Lake Ontario / Thousand Islands PORTS Cruising Guide

(2005) List \$42.95
380 Pages. FULL COLOUR. New Boater's Coupons. Tabbed sections. Covers all the ports on Canadian and U.S. side of Lake Ontario plus expanded Thousand Islands Cruising Guide and up the St. Lawrence River to Upper Canada Village.

Rideau Canal / Ottawa River PORTS Cruising Guide

(2007) List \$37.95
200+ pages. FULL COLOUR. 180+ aerial photos. Detailed maps of every lake and anchorage on the system. Detailed street maps for major stops. Full GPS waypoint and navigation chart data.



THE PORTS Cruising Guides discount order form

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1-888-CPS-BOAT | www.cps-ecp.ca



Just Ask John

John Gullick, the CPS Deputy Executive Director, fields many of the calls for information that come to CPS Headquarters in Toronto. He has agreed to share some of the questions and his responses with our readers. Should you have a question for John, send it to the editor, jcadh@sasktel.net and we will pass it along.

Q - Do I need a station License for my VHF radio?

A - If you are operating your VHF radio, including a handheld, on a Canadian vessel in Canadian waters - No. If you travel into international waters, including US waters, the answer is - Yes.

Q - Where do I get a Station License?

A - Contact any regional Industry Canada/Spectrum Management office in Canada. If your VHF has Digital Selective Calling (DSC) you will require a Maritime Mobile Service Identity (MMSI) in order to activate the unit. You can also get your MMSI from Industry Canada/Spectrum Management.

Q - Do I need an Operators' Certificate to use a VHF radio?

A - Yes, anyone who operates a VHF or MF radio using Marine frequencies, including a handheld, requires a Restricted Operators' Certificate (Maritime) (ROC(M)). Canadian Power & Sail Squadrons manages the ROC(M) programme for Industry Canada. This includes all training and testing. For the name of an instructor/examiner near you contact your local CPS Squadron or the national headquarters.

Q - When cruising in European waters or the Caribbean on my own or a rented vessel, is there an International Certificate of Operator Competency available in Canada?

A - Not at the present time. In Europe there are multi level Certificates of Operator Competency that are acquired by successfully completing both theoretical and practical on-the-water tests. However, no organization in Canada or the US currently offers this training and/or testing. There are no formal cross recognition agreements between Canada and European or Caribbean countries.

Interestingly, Canadian cruisers who have been challenged in both the Mediterranean and Caribbean waters and asked to show proof of Operator Competency have had their Pleasure Craft Operator Cards accepted even though they represent a level of proficiency far below the International standards. It seems to be the official Canadian Government logo on the PCO Card that does the trick.

MARINE PHOTOGRAPHY TIP

Gary Scott Breithaupt
-Marine Documentary Imaging

I am going to help the shutter bug with some tips for taking pictures on the water—whether you're cruising, fishing, or just commuting to the cottage. If I don't address the photo issues that cost you sleepless nights—don't send out a MAYDAY. I can toss you a life line. gsbimages@rogers.com



This being the season to get ourselves back onto the water, I have just a few basic but vital tips to improve your photographic performance. First, and of singular importance, don't forget to take your camera with you! Secondly, and also in the "vital" category, do

remember to remove the lens cap. And most certainly, whether you are in the film or digital camp, have a great summer out there shooting!

“The person who deserves most pity is a lonesome one on a rainy day who doesn't know how to read.”
—Benjamin Franklin

LIGHT, by Margaret Elphinstone,
McArthur & Company, 2006
ISBN 1-55278-603-X

Margaret Elphinstone lives in Glasgow and teaches at the Department of English Studies at Strathclyde University. She has written a historical novel about an imaginary island in the Irish Sea, off the Isle of Man. Manx legend says that there was an island that was only visible on the old May Day when it fell on a Sunday – in an area that is often cloudy during May.

It is the 1830s and Robert Stevenson, the Scottish Lighthouse Engineer, who many credit with building the Bell Rock Light in the North Sea, has sent surveyors to investigate the possibility of replacing the centuries old, oil burning lighthouse on the island of Ellan Brickeen with a modern one.

The present lighthouse keepers consist of two sisters-in-law and their three children. They just manage to eke out a meager living on their isolated wind-lashed island, for which they are paid the princely sum of eighteen pounds a year (two thirds of what a man would have been paid) by the Commissioners of Northern Lighthouses. However, they know no other way of life and the appearance of the surveyors threatens their very existence. If a new lighthouse is built they must relocate and find another way to survive. The surveyors find the

islander family civil, but obviously resentful of the men's arrival. When a storm protracts the surveyors' stay, each member of the small family must deal with the intrusion in their own way, with a surprising turn of events.

A glossary to define the archaic and Gaelic terms would have been helpful, but it is an interesting read and has enough 'salty' episodes to satisfy most of us.

—Josie Ross

To Catch an Angel, 1962 ISBN 8149-0194-8
and **The Island**, 1973, ISBN 8149-0721-0,
both by Robert Russell, Copp Clark
Publishing Company, Toronto

Copp Clark, which is owned by Pearson PIC and Vanguard Press, the American publisher, seems to have disappeared. However, these two autobiographies can be found for sale on the Internet and libraries might have them. They are worth the search.

Robert Russell was blinded in a freak accident in his back yard when he was five years old. He was sent off to an institute for the blind but he moved on from there to Yale and Oxford, earning his PhD and establishing himself as a professor of literature. He married and raised four children. And he bought an island on the Canadian side of the 1000 Islands.

To Catch an Angel is not a nautical book – except that Russell is an

avid fisherman. However, to make sense of *The Island*, it is necessary to understand the man. “I was too young to be firmly committed to living in a world of light, and so, as I wandered through the land of evening and at last crossed its borders, my ears became accustomed to the darkness, and as my dependence upon them grew, so did their power. There was no crisis,” he says.

The first book ends with the family buying Hay Island, near Gananoque. “And on an island about a mile and a half off the Canadian shore, she (Elisabeth, his wife) said, ‘This is our place; yes, this is beautiful; this is where we belong.’”

“A man needs a base to quest from, and he needs the sense that, however far he has strayed, return is still possible,” says Russell. The second book, *The Island*, describes the quest for the perfect island, a summer home for four youngsters, a totally blind man, and the British-born wife and mother. Russell is an English major by training and a philosopher by nature. His writing is exquisite, gentle, funny, manic at times.

“We unconsciously settled into a pattern – committing ourselves furiously to our jobs and all they entailed from September through May, but ever and always, underneath the turbulence of our surface lives, was the peaceful certainty that

June would come and that, when it did, we would grievously overload the car...and...hours later...we would fling open the doors to gulp the first sweet lungful of St. Lawrence air. This was our place, our time, our world.”

I have owned both books since 1986. I was given the first by Jean Gordon of Gordon's Marina, Gananoque and Jack bought me the other for my birthday. They remain as rich and vital now as on the day Jean introduced me to the work of this remarkable man, his family, and his abiding love for the 1000 Islands and the St. Lawrence River.

Do yourself a favour. Search out the books. Meet the man who learned to live a full life through touch and taste and sound. He just might change the way you see the world.

–Joan Eyolfson Cadham

The Road to There: Mapmakers and their Stories by Val Ross, Tundra Press 2003, hardcover ISBN 0-88776-621-8

Why do we say “we get oriented” when we find the direction we need? Because, during the chaos following the collapse of the Roman Empire, monks, the mapmakers, created maps that vastly simplified the world, with Jerusalem shown as the centre of the world and the Orient on top.

That's just one of the tidbits that draws the reader back, over and over, to Val Ross' book. “Good children's literature appeals not only to the child in the adult, but to the adult in the child,” said that prolific writer, Anonymous. In this case, although Tundra would have us believe that this is a children's book, like Rice Krispie Squares, it's way too good to waste on the kids – though, on the other hand, *The Road to There* might be the perfect answer to a restless youngster and a rainy weekend.

Val Ross is an award-winning journalist who obviously has a bent for history and for the little details that give life its flavour. In fifteen map-related stories, she covers the entire known world – before it was well-known. Cheng Ho is here, he who might have been the original Sinbad the Sailor. So is Captain Cook, Henry the Navigator, and the fraud artist who created the Vinland map, not realizing that the early Vikings wrote the real map to the New World into the words of their first saga.

–Joan Eyolfson Cadham

Under Way Volume 1: Boating Cartoons by Sacha, by Sacha Warunkiw, Longdog Publishing, Milford, ON, 2007, ISBN 978-0-9782535-0-9

I'm fairly fussy about humour. I don't like sexist so-called jokes. I don't like vulgarity, and I don't like mean-spiritedness or cruelty masquerading as a joke. I also expect that something labelled “humour” is going to make me laugh – or at least force the edges of my lips to turn up just the tiniest bit.

UnderWay is a winner. Sacha made me laugh. He did not enrage me. I did not slide his 96-page book of boating cartoons down the far wall.

There's not a boater alive who won't find something in this collection that will resonate – perhaps a little too closely. For example, ever felt the urge to make the recreational boating life just a little more exciting when you describe your cruise to your landlocked friends? There's the Postcards Home sketch – she's watching TV and eating popcorn while he's in the cockpit – all tucked up in a marine – and writing his friends: “The wind is blowing 50 miles an hour. The First Mate is mopping the dinner off the sole. It's been a typical day going down the I.C.W 50-60 mile runs. The hard work and planning is paying off.

Looks like another long, long night of anchor watches. I'd never trade this life for anything.” Or my favourite – because I once sailed with this fellow: “Do we explain to him that you're supposed to let go of the anchor when dropping it?”

–Joan Eyolfson Cadham

Awakening the Dragon: The Dragon Boat Festival by Arlene Chan, illustrated by Song Nan Zhang, paperback, Tundra Books 2007, ISBN 978-0-88776-805-7

'Tis the season – of Dragon Boat races, held across Canada throughout the summer – Regina's date is Labour Day weekend and draws 20,000 people. In Canada, the races are multicultural events, with many teams paddling to raise money for a worthy cause.

But the Dragon Boat Festival is an ancient Chinese event held on the fifth day of the fifth month in the lunar calendar, in May or June. Dragon boat races have been connected with the festival since the Han dynasty – 2006 BC – 220 AD.

Arlene Chan's book is only 24 pages, but it is packed with information about the origins of the festival and the race, the ancient customs and the modern events. Everything is here, from the ceremony to awaken the dragon to the formation of the teams and the training program for paddlers. Song Nan Zhang's paintings are spectacular.

While not many of us will ever participate in a dragon boat race, it is likely that we will experience one as a spectator as we cruise Canadian waters. Type dragon boat races Canada into your search engine for locations and dates. For the entire family, *Awakening the Dragon* can serve as a valuable introduction to the event.

–Joan Eyolfson Cadham

Fog

A cautionary tale

We were heading across Georgia Strait, on our way to Porlier Pass, and ran into dense fog about two thirds of the way across. Apparently, an offshore wind from the mainland had piled the fog up against Valdes and Galiano Islands. With 100 to 200 yards of visibility around us, and on a compass course, we continued slowly ahead.

Of course, with our reduced speed, the ETA for the pass was no longer correct. We knew that the flood tide would drift us north of the Pass if we maintained the same compass heading, so we continued on, hoping for a break in the fog. It didn't happen, and we started getting echoes from the depth sounder along the shoals of Valdes Island. Knowing that we were north of the Pass, and having local knowledge of the reef around the outer bell buoy, we turned south, and followed the bottom along the two hundred-foot contour.

Eventually, we heard a faint bong from the near stationary bell buoy, and started to feel the strong outflow current from the Pass. From the chart, we took the recommended compass heading for running through the Pass, and as we cruised slowly against the current, we

could hear the foghorn on Race Point. We had traversed the Pass many times, with all kinds of currents and in all kinds of weather, but this was our first, rather weird, experience of going through with no land in sight. We were being guided by the loudness of the foghorn on our port side, and the depth of water from the sounder. We were going against the current and had good control of the boat, but were concerned about other boats running down on us.

When the foghorn drew aft of our port beam, the sky started to open and the fog thinned. Sure enough, two sailboats, close on our starboard, were boring their way through the Pass and into the wall of fog. We were never in any danger of collision, which was a matter of luck rather than navigation. We never heard the sound of horns from the sailboats, and we never knew whether they had heard ours. Perhaps if they had, it might have contributed to our missing one another.

Al Warner
—Vancouver Squadron

National Search and Rescue Secretariat SAR Awards

The National Search and Rescue Secretariat (NSS) Awards Program was introduced in 1995 to acknowledge outstanding work by search and rescue (SAR) volunteers, professionals and organizations and to raise awareness of search and rescue efforts across the country.

The Outstanding SAR Achievement Award recognizes the most exceptional contribution to SAR in Canada by an individual or organization. One Outstanding SAR Achievement Award can be awarded each year. Certificates of Achievement recognize individuals or groups who have made significant contributions to

SAR efforts. Approximately five Certificates of Achievement are given out each year.

Any type of contribution to SAR in Canada will be considered, but the nominee must have performed outstanding work in the field of SAR above and beyond routine work and service. The contribution must be in the form of sustained effort over a period of time.

The Award and Certificates may be granted posthumously.

All nominations shall use the NSS awards program nomination form. A good nomination will use plain language to describe the nominee's

activities and how the contribution has helped SAR. Deadline for submissions is June 29, 2007.

Nominations received after the deadline will be filed for consideration in the next year's awards program.

For more information, contact: Awards Program Coordinator, National Search and Rescue Secretariat, 275 Slater Street, 4th Floor, Ottawa, ON K1A 0K2, Facsimile: (613) 996-3746 or e-mail: inquiry@nss.gc.ca



Some mornings there is magic

A. V. Chance
—*Sur-Del Squadron*

Aside from the fact that just waking up in the morning to find that “Hey! I’ve got another day!” is reward in itself, mornings can be magical. Some more so than others. Just how magical often depends on where it is the morning finds you. (Or who you find yourself waking up with, but that’s another story.)

Despite the fact that on workdays, in my previous life, I had to be up and out around five, I am not naturally a “morning person”. Why rush into the day? Eight or nine (perhaps ten?) sounds like a much more civilized hour. Even so, when you don’t have to get up early it somehow makes it easier, even satisfying, to be up. And a good thing it is, because one might otherwise miss those special mornings.

Some are truly magical, and the memories of them will stay with you, perhaps forever. One that I particularly delight in recalling occurred mid-summer, anchored in a quiet bay on the BC coast. Just where does not really matter. We were on the boat, in a beautiful spot, and it could well have been a quiet bay anywhere.

We awoke to a morning stillness that is not entirely unusual for that hour. So still, no

breeze, no sound. Silence you could hear. The only movement was that which we caused, stirring aboard the boat.

Outside, we were greeted by a thin morning mist shrouding the tree tops and closing in the world around us, to just beyond the shoreline and the edge of the bay. Water like a mirror, reflecting the trees dimly visible on shore, and the bright blue of the morning sky overhead. A painting in the making, right before our eyes.

No one spoke. No one had to. As we watched and drank in the beauty and peace of the moment, a faint back light began to show, as the early sun angled over the small islands and tried to peer through the trees.

The warmth of the air matched the warmth of the colours. The stillness matched the mood. One lone bird passed low over the water, gliding, lest even a movement from his wings disturb the scene.

It lasted only a few minutes. Too few. Then slowly changed, as the sun exerted its power and took command of the day. So briefly pleasant, so worth being there to see, so fortunate we were to see it.

Magic!

Word Search

By Stuart Wilson

—Gravenhurst Power and Sail Squadron

- ARRIVA
- BAYLINER
- BOAT
- CAMPION
- CROWNLINER
- DONZI
- DORAL
- FOURWINNS
- GLASTRON
- GREW
- LARSON
- LUND
- MARIAH
- MASTERCRAFT
- MAXUM
- MISTYRIVER
- MOOMBA
- NITRO
- OMC
- PRINCECRAFT
- PWC
- RINKER
- SEADOO
- SEASWIRL
- STANLEY
- STARCRAFT
- SYLVAN
- THUNDERCRAFT
- TRITON
- VOLVO
- ZODIAC

S	T	S	H	O	A	T	F	A	R	C	R	A	T	S	P
A	N	T	Q	I	U	E	O	N	A	V	L	Y	S	R	R
T	S	A	H	E	N	I	L	N	W	O	R	C	I	E	C
F	R	N	O	U	O	Z	U	W	E	R	G	N	K	D	M
A	E	L	C	W	N	O	I	P	M	A	C	N	O	N	O
R	V	E	W	G	I	D	Z	R	V	E	I	N	A	O	L
C	I	Y	P	S	T	I	E	R	C	R	Z	O	B	R	R
R	R	H	A	I	R	A	M	R	E	I	U	S	M	T	I
E	Y	O	R	L	O	C	A	O	C	N	U	R	O	S	W
T	T	V	R	A	S	F	X	L	P	R	I	A	O	A	S
S	S	L	I	R	T	S	U	P	R	A	A	L	M	L	A
A	I	O	V	O	O	N	M	T	A	O	B	F	Y	G	E
M	M	V	A	D	D	O	N	O	T	I	R	T	T	A	S
Z	O	O	D	A	E	S	N	N	I	W	R	U	O	F	B

Definitions

If you have ever wanted to appear more “Salty” than you really are...

Amidships - condition of being surrounded by boats.

Anchor - a device designed to bring up mud samples from the bottom at inopportune or unexpected times.

Anchor Light - a small light used to discharge the battery before daylight.

Berth - a little addition to the crew.

Boom - sometimes the result of a surprise jibe.

Bottom Paint - what you get when the cockpit seats are freshly painted.

Chart - a type of map which tells you exactly where you are aground.

Clew - an indication from the skipper as to what he might do next.

Companionway - a double berth.

Dead Reckoning - a course leading directly to a shoal or reef.

Deadrise - getting up to check the anchor at 0300.

Deviation - any departure from the Captain’s orders.

Dinghy - the sound of the ship’s bell.

Displacement - when you dock your boat and can’t find it later.

Estimated Position - a place you have marked on the chart where you are sure you are not.

First Mate - crew member necessary for skippers to practice shouting instructions to.

Foul Wind - breeze produced by flying turkey.

Freeboard - food and liquor supplied by the owner.

Headway - what you are making if you can’t get the toilet to work.

Heave-Ho - what you do when you’ve eaten too much Ho.

Jibe - either you like it or you don’t and it gets you.

Keel - term used by 1st mate after too much heel by skipper.

Landlubber - anyone on board who wishes he/she were not.

Latitude - the number of degrees off course allowed a guest.

Mast - religious ritual used before setting sail.

Mizzen - an object you can’t find.

Ram - an intricate docking maneuver sometimes used by experienced skippers.

Rhumb Line - two or more crew members waiting for a drink.

Sheet - cool, damp, salty night covering.

Shroud - equipment used in connection with a wake.

Starboard - special board used by skippers for navigation (usually with “Port” on the opposite side.)

Swell - a wave that’s just great.

Square Rigger - a rigger over 30.



They say that weeds are plants that grow where you don't want them.

Jim Hay, JN
—Lake St. Louis Squadron

Usually we decide they are weeds because they interfere with other plants which we do want. Perhaps they cause problems for the things we have built – sidewalks or the foundation to the cottage.

At the cottage we don't usually get quite as fussy about manicured lawns as we do at home. This has its advantages since sometimes we get to enjoy some of the flowers which may be growing in the lawn – buttercups, daisies and even the dandelions. Even the purple loosestrife is pretty to look at while we're driving to the cottage. Too bad it chokes out everything in its path.

Of course, weeds don't just exist on land. And weeds are capable of adding their own distinctive sounds to a summer afternoon. Remember back in the spring when the water was clear and we could take the boat anywhere? Now what do we see on the lake but the weed beds, and what do we hear but the familiar whine as another boat drives into a patch? Don't you just wish we could get rid of them all?

George tried that once. He didn't want to have any seaweed near his dock. He didn't like having to get the weeds off the motor and he didn't think the children should have to swim in them. He found a marine weed killer at a local marine store and dutifully followed the

instructions and it worked. The weeds died away. Of course that's when he found out that sitting on the dock and fishing wasn't so productive anymore. It seems that the fish liked the shade and shelter that those weeds provided.

Everything has a purpose. I have to remind myself of that regularly as I back the weeds off the motor and clean the bird droppings off the boat.

I think I can live with them both. Those pesky weeds actually serve a valuable purpose in making the lake what it is. The birds, too, provide more than droppings. They are enjoyable to watch and hear, and they feast on those pesky mosquitoes.

I think I'll put up with the bug spray. If we kill off the bugs where will the birds go? If we want the fish we need the weeds, too. Even George figured it out. The trouble is that now he's trying to figure out if they can be harvested...

There is a place for everything and sometimes we have to respect Mother Nature, who does know what she's doing. On our lake we have eel grass – lots of it. What is more enjoyable than meandering down the deep channels between the eel grass beds and watching the gulls and herons? It's quiet there too because most folks don't know which channels lead nowhere. Isn't half the fun figuring out where they all go?

Hmmm. Maybe it's time for a boat ride.

Ottawa

CPS 59th Annual Conference
59e conférence annuelle des ECP
October 24-27, 2007 / Du 24 au 27 octobre 2007

Boating Through History

Celebrating 175 Years on the Rideau

2007 marks the 175th anniversary of the opening, in 1832, of the Rideau Canal, North America's oldest continuously operating waterway. CPS and the Rideau District will join Parks Canada in its yearlong celebration of the culture, heritage and uniqueness of the Rideau Canal, which runs from Ottawa to Kingston.

The Rideau Canal and Waterway, which provides some of the finest boating in North America, has been designated a National Historic Site and Parks Canada has applied to have the Canal designated a UNESCO World Heritage Site. The decision, from UNESCO, should be announced shortly before our Conference.

The Canal is expected to be closed to navigation prior to the beginning of the Conference, however we have planned two tours, which will give you a unique opportunity to see the canal and its fabulous history. The first will visit historic Merrickville and its very impressive lock station, the Canal Museum in Smith Falls and hopefully a short visit to the Hershey Chocolate Factory. The second will take you to the Bytown Museum, Ottawa Locks and then lunch in the Parliamentary Restaurant (Sponsored by the House Speaker, Peter Millikin), followed by Question Period and a Library Tour.

If you have never attended a National Conference before, be sure to attend the First Timers Reception on Thursday.

While the focus of Conference '07 will be on ways to improve the organization of CPS, its visibility to the boating public and the delivery of safe boating programs, there will be ample opportunity for fun. The highlight will undoubtedly be our Friday night party **Boating Through History**. There is no reason for anyone arriving at this party out of costume. We are all boaters and have boating attire, some old, some new, some formal, some skimpy, *but no speedos*. We have *some* taste. You also won't want to miss our Chief Commander's Dinner & Ball on Saturday; it will be a great evening and a night to remember.

To simplify the planning of your trip to Ottawa in October 2007 here are a few handy web sites:

Tourism Ottawa: www.ottawatourism.ca
Parks Canada – Rideau Canal: www.pc.gc.ca/lhn-nhs/on/rideau/ne/ne2_E.asp
Rideau Waterway Welcome Page: www.rideau-info.com/canal/
Rideau 175 - A Celebration: www.rideau175.org
Canada Customs: (click on Travelers) <http://cbsa-asfc.gc.ca/menu-eng.html>

Conference '07 Contacts:

Frank Keating (Chair)
Phone: (613) 746-0026
e-mail: fwkeating@rogers.com

Stuart McNeely (Registration)
Phone: (613) 596-4962
Email: stuart.mcneely@rogers.com

Ottawa 2007 National Conference Competitions

We are looking for talented salors to submit their best nautical works for the 2007 National Conference Competitions. Exciting categories for everyone. Sign on now! Good pay.

We encourage Districts, Squadrons and members to enter, see our National Conference Competitions Entry Form in the Spring Port Hole or the National Website: www.cps-ecp.ca

PRELIMINARY AGENDA

Wednesday, October 24, 2007

Registration Desk 1200 – 2000
Operating Committee Meeting 0800 – 1700 (Restricted)
District Commanders' Meeting 1900 – 2330
General Directors' Meeting 1900 – 2330

Thursday, October 25, 2007

Registration Desk 0800 – 2000
Governing Board Meeting 0830 – 1700
Canal Tour 0900 – 1700
Bytown/Parliament Tour 0930 – 1630
Governing Board Luncheon 1230 – 1330
First Timers' Reception 1600 – 1730
Marketing Meeting 1700 – 2200
District Training Officers' Meeting 1900 – 2330
Course Directors' Meeting 1900 – 2330
Competitions (Viewing) 0900 – 1800
Ship's Stores 1200 – 1800

Friday, October 26, 2007

Registration Desk 0800 – 1800
AGM Delegate Registration 0730 – 1430
Squadron Commanders' Meeting 0800 – 1200
Training Meeting 0830 – 1200
National War Museum Tour 0900 – 1630
National Aviation Museum Tour 0930 – 1500
Training Dept Luncheon 1200 – 1330
Competitions (Viewing) 0900 – 1800
Ship's Stores 0900 – 1800
Proposed Seminars 1400 – 1700
Web-based Admin System (90 Mins)
MAREP (60 Mins)
Environment Canada (120 Mins)
Copyright (60 Mins)
Graphics & Standard Templates (60 Mins)
Communications (30 Mins)
Officer Training (90 Mins)
Electronic Navigation (90 Mins)
Distance Education (60 Mins)
Marketing/PRO (120 Mins)
Membership (30 Min)
Cash Bar 1800 – 2400
Boating Through History Dinner 1900 – 2400

Saturday, October 27, 2007

AGM Delegate Registration 0700 – 0800
Registration Desk 0730 – 0830 & 1200 – 1800
Annual General Meeting 0800 – 1200
Ship's Stores 1200 – 1600
Competitions & Prize Pickup 1200 – 1700
Cash Bar 1200 – 1300
AGM Luncheon 1300 – 1430
Governing Board Meeting 1430 – 1700
Training Meeting 1430 – 1700
Cash Bar 1800 – 2400
Chief Commander's Dinner & Ball 1900 – 2400



CPS 59th Annual Conference Registration Form

Please register at www.cps-ecp.ca, fax: (416) 293-2445,
or mail to: CPS Conference 2007, 26 Golden Gate Court, Toronto, ON M1P 3A5

First Name _____ Last Name _____ Grade _____
 Guest's First Name _____ Last Name _____ Grade _____
 Address _____ City _____ Province _____
 Postal Code _____ Tel Res () _____ E-mail _____
 Squadron _____ District _____
 Member # _____ Officer Position _____

Conference Meal Package

includes Friday night, Saturday AGM Lunch and Chief Commander's Dinner & Ball _____ x \$235/200* = \$ _____
IF YOU OR YOUR SPOUSE DO NOT ATTEND ALL CONFERENCE MEAL EVENTS, BOOK SEPARATE MEALS BELOW

Conference Meals

Friday Night *Boating Through History* _____ x \$90/80* = \$ _____
 Saturday AGM Lunch _____ x \$70/60* = \$ _____
 Chief Commander's Dinner & Ball _____ x \$105/95* = \$ _____

Thursday Tours

Rideau Canal Tour and Luncheon (Minimum 30 required) _____ x \$50 = \$ _____
Bytown Museum & Parliament Tour with Lunch in Parliament Restaurant _____ x \$20 = \$ _____
 (30 Maximum – Lunch cost not included)

Friday Tours

National War Museum (Lunch available – Not Included) _____ x \$25 = \$ _____
National Aviation Museum (Lunch available – Not Included) _____ x \$25 = \$ _____

Less Pre-registration Deposit Confirmation # _____ - _____

***if registration is received before September 12, 2007** Total: \$ _____

Payment (please)

Cheque Make cheque payable to **CPS/ECP Conference 2007**. *Post-dated cheques will not be accepted*
 MasterCard VISA Card # _____ Expiry Date _____
 Signature _____

Is this your first national conference? Yes

Questions and or dietary restrictions should be directed to: Ralph Ogilvie 1453 Hwy #2 East RR #1, Prescott, Ont K0E 1T0 E-mail: rcogilvie@cogeco.ca

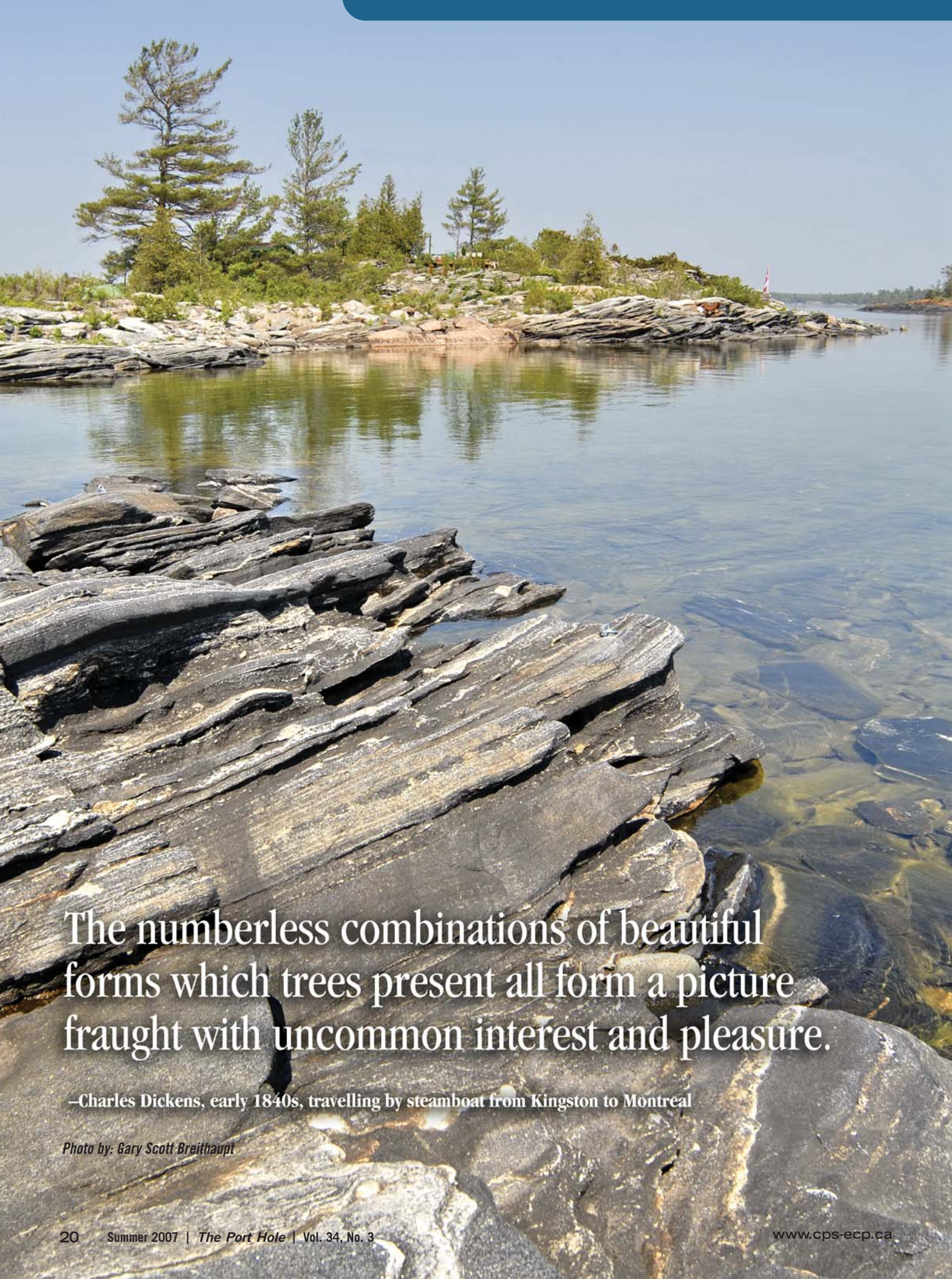
Those attending must register for the conference. Registration is free. If meals are not paid for by September 12, 2007 reduced rates will not apply.

Accommodations at the Ottawa Marriott Hotel

To ensure you receive the special conference room rate of \$149 per night (Oct.19–Oct.31), please make reservations directly with the Ottawa Marriott Hotel and mention you are with the CPS Conference 2007. Only reservations for National Officers will be made through Head Office.

Ottawa Marriott Hotel: 100 Kent Street, Ottawa, ON
 Ph: (613) 238-1122 Fax: 1(613) 783-4229
 Toll free: Ph. 1(800) 853-8463
 Ottawa Marriott Direct Online reservation at:
<http://marriott.com/hotels/travel/yowmc-ottawa-marriott>
 Enter Group Code PSSPSSA

National Officers who have their hotel accommodations paid by CPS must make their reservations directly with Head Office after receiving the notice in June.



The numberless combinations of beautiful forms which trees present all form a picture fraught with uncommon interest and pleasure.

—Charles Dickens, early 1840s, travelling by steamboat from Kingston to Montreal

Photo by: Gary Scott Breithaupt