

THE PORTHOLE

December 2020

IN THIS ISSUE

WINDSHIFTS 43
**MARINE RULES
TO SURVIVE BY** 44
**2021-22 AWARD
WINNERS** 46-47

**GAURAV SHINDE
PREPS
FOR HIS BIG
ADVENTURE
48-49**

**INSHORE RESCUE BOAT
EXPERIENCE MEMORABLE
50-52**

The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance
Send your photos to: theporthole@cps-ecp.ca
Cover image from PIXNIO





Canadian Power and Sail Squadrons

Published by Authority
of the Board of Directors

Editor-in-Chief
Paul Rellinger

Art Director
Vanessa Schmidt

Graphic Designer
Nour Bawab

Proofreaders
Louise White, SN

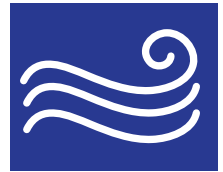
Photographer
Don Butt, AP

Published 6 times per year: February, April, May, June, October, December. Copy deadline is ten weeks prior to publication. Editorial copy and correspondence should be sent to theporthole@cps-ecp.ca

Patron
H.R.H. The Prince Philip
Duke of Edinburgh, K.G., K.T.

Canadian Power and Sail Squadrons
Escadrilles canadiennes de plaisance
26 Golden Gate Court
Toronto, ON M1P 3A5
1-888-CPS-BOAT F. 416-293-2445
theporthole@cps-ecp.ca
www.cps-ecp.ca

wind
Shifts



Paul M. Rellinger, Editor-in-chief, The Port Hole

Of all the life lessons my mom passed on to me – you know, pearls of infinite wisdom like don't run with a stick in your hands – one has stuck and served me very well to this day: Celebrate those who came your party and never lament those who didn't.

CPS-ECP threw one very swell party in October in the form of its annual conference and AGM. Held virtually once again due to the lingering COVID hangover, the six-day convention saw a lot of important business reviewed and discussed as per our bylaws but there was some time set aside for fun, particularly on the Friday night when the annual awards were presented.

It was an absolute treat to sit in and participate in that affair and, in particular, share my interviews with five CPS-ECP go-getters – Bruce Kelley, Peter Bolton, Brian Reis, Lise Blais-Huot and Wayne Smiley. Each offered glimpses into their boating life and, more notably, recounted how they first got involved with CPS-ECP and the benefits that association has brought to them. I was intrigued by their different backgrounds and boating experiences, and reminded that while we all bring something different to the CPS-ECP table, we're all not that much different in terms of our desire to be safe on the water and work towards ensuring the same for others.

At one point during that Friday night session, which was kept appropriately light and fun by the very entertaining Scott Homan, I took note of the number of attendees. It was much lower than I expected it would be. Yes, that was cause for some disappointment but then I heard my mom's voice and silently celebrated those who came to the party. Disappointment gone.

What did come to mind, however, was lost opportunity.

Travelling across country for an in-person conference is restrictive for many, both financially and in terms of finding the time to get away. I get that. A virtual event, while admittedly unable to recreate the same buzz as a live event, does afford the opportunity to participate cheaply and at one's leisure from the comfort of whatever place one is most comfortable in. It was never easier to take full advantage of your CPS-ECP membership and the voting privilege that comes with it.

My post-conference wish is that all members could have witnessed first hand the dedication and roll-up-your-sleeves grunt work that conference organizers unselfishly put in over the months leading up to the event. There are too many names to mention but rest well assured that the best interests of members is front of mind in those who lead the way, both volunteers and staff.

The 2022 conference and AGM is scheduled for Toronto where my mom has lived all of her 97 years. I'm looking forward to what will be a first for me since coming into the CPS-ECP fold – attendance at a non-virtual event.

To be able to congratulate award winners in person and put yet more faces to names will be a treat, on par with taking advantage of my time in the big city to visit my mom and again tell her that her son listened well to her sage advice all those years ago.

As always, any contribution to The Port Hole is always welcome. Email your articles and/or photos to me directly at communication-chair@cps-ecp.org or to theporthole@cps-ecp.ca

*Shop at our ship store for
some boating lessons and
offer them as Christmas
presents for your loved
ones this
festive season. Courses
are being offered online,
so it is safe and fun!
www.cps-ecp.ca/ecommerce/shop/*

MARINE RULES TO SURVIVE BY

- BY ION BARNES, P/DC VIND

I was surfing through some recreational aviation websites and came across a do and don't list for young pilots. It seemed so similar to what we teach that I began to re-write the list and, at the same time, added a few CPS-ECP taught rules and best practices.

1. Every departure is optional. Every arrival is mandatory.
2. If you increase your speed, you approach the horizon faster. If you throttle back, it takes longer to arrive at the horizon.
3. Boating is not dangerous. However, distracted boating is dangerous.
4. It is always better to be tied to the dock, wishing you were 'out there', than being out there, wishing you were safe, tied to the dock.
5. The only time you have too much fuel onboard is when you are on fire.
6. The three basic navigational tools you need are a chart, a compass and a watch. A cell phone, of any description, is neither a navigational instrument nor classified as safety equipment. Do not attempt to disguise or convince others that it is. PCOC does not have adequate information. Take the CPS-ECP boating courses 2 and 3.
7. Good judgment comes from experience. Experience comes from the results of bad judgment.
8. Learn from the mistakes of others. You will not live long enough to make all of them yourself.
9. A good arrival is one that you can walk away from. A great arrival is one that ensures you will be able to use the boat again.
10. You will realize you have run aground when you cannot return to the boat ramp. Can you read a tide table? Take CPS-ECP Boating 2 course.
11. Never take a boat somewhere your brain did not get to five minutes earlier. Avoid being distracted. Stop if necessary.
12. The probability of survival is inversely proportional to the angle of approach. Large angle equals less survivability.
13. Stay out of fog. The silver lining everyone talks about may be another vessel. Reliable sources have reported that exposed rocks like to hide in the fog too. Take the CPS-ECP Fundamen-

tals of Weather course.

14. Have a barometer onboard and know how it is used. Again, take the CPS-ECP Fundamentals of Weather course.
15. It is always a good idea to have the pointed end going forward as much as possible. Practice docking manoeuvres. Enlist your guest to participate with docking your boat. Make a game of it. Teach the easy docking tasks first.
16. Always keep the number of departures equal with the number of arrivals.
17. There are only three ways boats collide with each other - crossing paths, overtaking and head-on. Learn collision-related rules by taking the CPS-ECP Boating 2 course.
18. You start out with a bag full of luck and an empty bag of experiences. The task is to fill the bag of experiences before you run out of luck.
19. If all you can see out of the windows is water and you hear chaos from the cabin, things are not going as well as intended.
20. In the ongoing battle between wood, plastic, and metal travelling at speed, and the ground traveling at zero knots, the ground has yet to lose.
21. Always keep looking around. There is a good chance you have missed something. Promote your guests, young and old, to be lookouts and observers. Give everyone a chance steer the boat. The person you teach could be your lifesaver.
22. Buoyancy is not just a good idea. It is a Law of Physics and cannot be repealed. Wear your lifejacket at all times when you are away from shore. This includes walking on a structure over the water. This is most true when young children are with you but don't exclude yourself.
23. The three most useless pieces of information to a boater are not enough fuel ('E' is for Empty on the gauge, not Enough); the halfway point is behind you; and the weather change that went unnoticed.
24. Remember the proverbial 6 Ps: Proper Planning and Preparation Prevents a Poor Performance. ■



Here are your new Directors and Awards winners for 2021-2022!

BOARD OF DIRECTORS AND EXECUTIVE COMMITTEE FOR 2021-2022

Paul Bourbeau, SN; Luc Lussier, P; Scott Homan, S; Gary Clow; Nigel Stafford; Wayne Smiley; Robert J. Anderson, AP; Lynda Bennett-Retei, S; Brenda Cochrane; Peter Bolton, SN; Lise Blais-Huot, NS; Brian Reis; Nicole Ladner, S; Chuck Beall, AP; Bertrand Daigle, S; Shirley Shea Okamoto, AP

Executive Committee contacts:

Peter Bolton, SN
Chief Commander
cc@cps-ecp.org

Brian Reis
National Educational Officer
neo@cps-ecp.org

Lynda Bennett-Retei, S
National Secretary
ns@cps-ecp.org

Lise Blais-Huot, SN
National Executive Officer
(Vice chair of the board)
nxo@cps-ecp.org

TBD
National Administrative Officer
nao@cps-ecp.org

Nicole Ladner
National Law Officer
nlo@cps-ecp.org

Luc Lussier, P
National Financial Officer
nfo@cps-ecp.org

Charles Beall, AP
Chair of the Nominating Committee
nomcom@cps-ecp.org

CHIEF COMMANDER'S PRESENTATIONS

A Chief Commander's Citation is given for extreme, distinguished and noteworthy contributions to CPS-ECP by a member:

DEBBIE CHURCHILL

JEAN-MARIE WISELL

TANYA ABOLINS

The Chief Commander's Commendation is given for such exceptional service that it requires special recognition.
The winners are:

ALEXA STOCHMAL

CHARLES HAWKSWELL

PIERRE DORVAL

AWARDS & WINNERS

Howard G. Peck Volunteer of the Year Award

Sponsored by Cowan Insurance Group
Douglas Stewart

Okanagan Squadron, Western Canada Inland District

Officer of the Year Awards

Sponsored by Natural Marine and GEC Aqua Maps

Quebec

Norman Pearl

Lake St. Louis Squadron, St. Lawrence District

Ontario

Jean Blondin

Peterborough Squadron, Quinte District

Western

Barbara Blake

Tri-Squadron, Pacific Mainland District

G. William Bowman Instructor of the Year Awards Sponsored by Weems & Plath

Pierre Dorval
Quebec Squadron, Estuaire St-Laurent District

Gord Cudlipp
Sunshine Coast Squadron, Pacific Mainland District

Electronic Instructors of the Year

Barry and Judy Smith
Prince George Squadron, Pacific Mainland District

Andy Whyman
Oakville Squadron, York West District

District of the Year

Cartier District
Runner-up: District of Western Ontario

Squadron of the Year

London Squadron
Runners-up: Quebec Squadron,
Port Moody Squadron and Windsor Squadron

Membership District Bell Award (Best District Membership Renewal)

Pacific Mainland District
Alouette, Burnaby*, Cariboo, Coquitlam*, Fraser, Langley,
North Shore, Pender Harbour, Prince George, Quesnel,
Royal City*, Sunshine Coast, Terrace, Valley, Vancouver,
White Rock

** denotes squadrons amalgamating into Tri-Squadron*

District Membership Officer Harvey Roll
District Commander Guy Cooper

Membership Squadron Star Award (Best Squadron New Membership Effort)

North Shore Squadron, Pacific Mainland District
Squadron Membership Officer Douglas Wood
Squadron Commander Colin Randall

CPS-ECP Leadership Award (formerly the Joseph Gatfield Leadership Award)

Lise Blais-Huot, National Education Officer

Mary Pritchard Award

London Power and Sail Squadron

Life Members Awards

John Coleman, Avalon Squadron, Atlantic District
Valerie Lee, Shediac Squadron, Atlantic District
Helene Mainville, Lachine Squadron, Cartier District
Louise Bourdages, Quebec Squadron, Estuaire St-Laurent District
James N.R. Johnson, Port Dover Squadron, Niagara District
Gabor Retei, Tri-Squadron, Pacific Mainland District
Robert Stone, Langley Squadron, Pacific Mainland District
Sten Hansen, North Shore Squadron, Pacific Mainland District
John Hebb, Prince George Squadron, Pacific Mainland District
Bruce Matheson, Valley Squadron, Pacific Mainland District
Steve Van Galen, Port Moody Squadron, Pacific Mainland District
Karen Morgan, Peterborough Squadron, Quinte District
Michael McMahon, RCAF Trenton Squadron, Quinte District
Charles T. Low, Brockville Squadron, Rideau District
Andre Dubois, Kingston Squadron, Rideau District
Ion Barnes, Cowichan Squadron, Vancouver Island North District
Mike Paterson, Nanose Squadron, Vancouver Island North District
Douglas Hay, North Bay Squadron, Voyageur District
Bill Ramsay, Tri-Town Squadron, Voyageur District
Peter Fuhry, London Squadron, Western Ontario District
Robert Paton, Tillsonburg Squadron, Western Ontario District
John A. Warwick, Etobicoke Squadron, York West District

80th Anniversary Plaque

Niagara Squadron, Hamilton District

70th Anniversary Plaque

Montreal Squadron, St. Lawrence District

60th Anniversary Plaques

Okanagan Squadron, Western Canada Inland District
RCAF Trenton Squadron, Quinte District
White Rock Squadron, Pacific Mainland District
North Bay Squadron, Voyageur District
Parry Sound Squadron, Voyageur District

50th Anniversary Plaque

Blue Mountain Squadron, Georgian-Trent District

25th Anniversary Plaques

Alderney Squadron, Atlantic District
Cariboo Squadron, Pacific Mainland District
Gabriola Island Squadron, Vancouver Island North District
Vancouver Island South District
Vancouver Island North District

20th Anniversary Plaque

Terrace Squadron, Pacific Mainland District



GOLDEN GLOBE RACE 2022: THE ULTIMATE OPEN OCEAN ADVENTURE BECKONS

- BY GAURAV SHINDE, LONDON POWER AND SAIL SQUADRON



They say sailing brings you to new horizons.

Less than a year away from the start of the Golden Globe Race 2022 - a solo non-stop round the world circumnavigation without modern technology - I can very well say that sailing has changed my life in the literal sense.

I started sailing the *Optimist* in 1999 and then moved up into classes like the *Laser 420* and *Lightning*. In India, I won the Lightning Nationals four times. I was planning to start sailing the 470 or the 49er when a chance meeting with India's first solo circumnavigator, Dilip Donde, endeared me to the idea of crossing oceans.

Along with my team of non-sailors, I won India's first offshore national championship, beating my idol Dilip in that race from Kochi in the south of India to the Lakshadweep islands. We sailed *Phalarope*, a 20-foot Sea-Bird half rater - an old wooden gaff-rigged open dinghy designed by Morgan Giles for sailing in Bombay harbour.

As my ambitions grew, I enrolled for the Clipper Round The World Yacht Race in 2013-14. A few shenanigans and the singing of Hindi songs with Sir Robin Knox Johnston during our pit stop in Singapore and my mind was made up on doing a solo circumnavigation. Coincidentally, Sir Robin's *Suhaili* was built in Bombay, in the same yard *Phalarope* was built.

In 2013, I was named India's Offshore Sailor of the Year.

With dreams of owning my own boat for a solo circumnavigation, I moved to Canada in 2015 for higher education. In 2016, the Golden Globe Race 2018 was announced at the most inopportune time as I had just started paying off student loans, but I started developing plans with hopes that the race might make another appearance in 2022. When it was announced, I was the first person to enter.

In 2019, after traveling all over North America to find the right boat, I found *Good Hope*, a 1980 Baba/Flying Dutchman 35 designed by Robert Perry, as my vessel of choice for the challenge of the circumnavigation. The previous owners were kind enough to reduce the price by almost half and extend a no-interest loan when they learned of my plans to sail the Golden Globe Race. In their youth, they had been extended a similar loan by the first owners of the boat. *Good Hope* is hull number 42 and will be 42 years old in 2022.



Donate here: <https://www.gauravshinde.com>

Good Hope is being refitted at the Port Credit Yacht Club by me along with a few friends and volunteers. The boat maintenance course offered by CPS Oakville was my first step into this refit, the great insights shared by James Cross during those eight weeks clearly recalled. In the summer of 2020, I installed a new diesel engine with the help of a friend. Canadian Power and Sail Squadrons has been a great resource throughout the process.

The plan is to sail the boat across the Atlantic in June 2022 to France, using all the Golden Globe Race race rules which prevent the use of any equipment that was unavailable to Sir Robin Knox Johnston during his first race round the world in 1968-69.

Gaurav Shinde delivered the keynote address at the CPS-ECPAGM and Conference held virtually this past October. ■



SAVE THE DATE
 Join us in Toronto
 October 24-30, 2022
<https://www.cps-ecp.ca/events/cps-ecp-national-conference-2022/>



MAKE YOUR SUMMER JOB A LIFETIME EXPERIENCE - BY JEFF EVANS, SARNIA POWER AND SAIL SQUADRON

Friday, June 1, 2018. Emma Moore, Chase Tyrrell and Lyndon Swick were on a break from their studies and into the second shift of their summer jobs, collectively forming a three-person crew as part of the Canadian Coast Guard Inshore Rescue Boat (IRB) service and were stationed on Brebeuf Island (off Beausoleil Island).

Chase and Lyndon were new to IRB, having just completed their training a month earlier in Trenton, Ontario. Both were anxious to receive their first tasking assignment. Emma, meanwhile, had been with IRB previous summers and now led the team as coxswain.

Just before 11 p.m., the Joint Rescue Coordination Centre (JRCC) in Trenton received a call from the OPP that a boat with two people on board was sinking near Port McNicoll on southern Georgian Bay. The boaters had a waterproof case on their cellphone and were able to call the OPP for assistance. JRCC tasked the Brebeuf crew as well as the CG ship Samuel Risley and the CG Auxiliary vessel Thunder Spirit to respond.

Within 15 minutes of being tasked, the IRB crew arrived in the search area. By now, the boaters had been in the water 30 to 40 minutes. It was early in the boating season and the water

was still cold. The risk of hypothermia demanded quick action.

The boaters were able to signal the IRB crew with the light from their cellphone. With the aid of the Samuel Risley's spotlight, and using night vision goggles, the IRB crew located the pair in the water clinging to debris from their boat. Neither was wearing a life jacket. The individuals were recovered into the IRB's fast rescue craft and transferred to paramedics waiting on shore where they were evaluated for hypothermia. Imagine the relief those boaters felt when the IRB team came to their aid.

Many similar stories have played out across Canada since the 1970s when the IRB service originated. Without a doubt, the thousands of students that have served as crew in the IRB service have significantly improved boating safety in Canada.

I first became aware of the IRB service when my niece Heather took a summer job with the Office of Boating Safety (OBS). OBS (currently part of Transport Canada) was then part of





the coast guard. She would tour Ontario waterfront events providing safe boating information and advice to the local community. Heather lived with us that summer in Sarnia. The stories she shared with her young cousins (our son Owen and our daughter Andris) left a lasting impression.

Owen was the first to apply to the program after starting at McMaster University. He wanted to experience another part of Canada and accepted a posting in Lewisporte, Newfoundland where he served four seasons until graduation.

The rugged beauty of Newfoundland's shoreline, combined with the wildlife and numerous icebergs, created a picturesque background when he was not assisting in search and rescue (SAR) responses. It was not unusual for local fishermen to drop by with that day's catch, which became the main course that night.

A few years later, Andris, while at Queen's University, became a crew member at the Britt station on Georgian Bay and, later, Thames on Lake St. Clair. Although both in Ontario, Britt and Thames were opposites in setting and SAR demands. While Britt is set in the beautiful yet challenging 30,000 island cottage area, Thames is on an international border with significant boating activity from both Canada and the United States.

Owen and Andris have great stories of the people, places and situations they experienced. Lifelong skills were gained from the intensive coast guard formal training they received annually prior to and during the summer. In fact, 15 percent of their work time was spent training. Personally, they gained confidence working as part of a team in high stress situations and were rewarded with the satisfaction of providing aid to boaters in times of distress.

A highlight for the two was when they were able to work together as part of the coast guard response providing rescue services during the unsanctioned "Port Huron Float Down" which sees thousands of individuals float down the St. Clair River under precarious conditions.

To apply to the IRB service, you must be:

- A full-time post-secondary student in an accredited institution who is returning to full-time studies in your next ac-



ademic term.

- Fluent in French to work in the Quebec region and fluent in English to work in all other regions.
- Able to successfully obtain a government-issued reliability security clearance, and pass a Health Canada medical clearance which includes a hearing test, a physical examination, a pulmonary function test and a colour-vision examination.

Security clearance and physical exams are only completed after your selection and interview process.

Students applying for an IRB position must hold a valid standard first-aid certificate, Pleasure Craft Operator Card (PCOC) cardio-pulmonary resuscitation (CPR) level C, Restricted Radio Operator Certificate: Maritime, and a Canadian driver's licence in good standing with no restrictions on the use of a motor vehicle

Applicants for the Rankin Inlet station must be Indigenous persons who are currently registered full-time in a recognized post-secondary institution, registered in another ongoing educational or training program, and returning to full-time studies at a recognized post-secondary institution or other ongoing educational or training program in the next academic term

If you know of someone who is in post-secondary studies and looking for an on-the-water summer job that is an adventure and provides life skills all while serving the boating public, recommend they investigate the IRB service. There are opportunities throughout Canada.

If interested, they should understand all prerequisites required to apply and be prepared for the application process. They can learn more at <https://www.ccg-gcc.gc.ca/search-rescue-recherche-sauvetage/irb-esc/index-eng.html>

As a follow-up to those referenced in this article:

- Upon graduation, Owen's career found him in Grimsby, Ontario. Looking to continue assisting boaters in need, Owen joined GAMRU South Shore Search and Rescue (<http://www.gamru.ca>), a volunteer SAR organization at the southwest end of Lake Ontario.
- Andris completed her studies at Queens and is now a year-round student working towards her PhD at Western University.

• Chase, the newbie IRB crewmember in 2018, came back to the IRB in 2019 and 2020 as coxswain of his own crew. After completing university, he went on to a career with the Canadian Coast Guard as a Search & Rescue Program Officer with Central Region.

As mentioned earlier, the IRB service has operated for more than five decades. In fact, there are crewmembers that met

their spouse in the IRB and had children who went on to also serve in the IRB.

The IRB service receives upwards of 1,200 taskings annually. Twenty-six IRB stations are located throughout Canada including in the Western, Arctic, Great Lakes, St-Lawrence, Maritimes and Newfoundland regions. I tip my hat to all the IRB crews over the years who have come to the aid of boaters. ■



CORRECTION

An article in the October 2021 Port Hole, titled Following Marine Rules Of The Road Will Prevent A Boating Tragedy, requires a correction.

The article's fifth paragraph should have read "It is a criminal offence to operate a vessel in an unsafe manner. You should also operate your vessel at a safe speed and obey posted and near shore speed limits."

The Port Hole regrets any confusion caused as a result. ■



THE RETURN OF GIANTS: WHY HUMPBACK WHALES ARE A GAME CHANGER FOR BOATERS

- BY THE MARINE EDUCATION AND RESEARCH SOCIETY (MERS)

Humpback Whales were heavily targeted by whaling. The last whaling station in British Columbia only closed in 1967. Humpbacks were an uncommon sight off the west coast for many decades.

As an indication of how quickly the numbers of Humpbacks have increased, in 2003, when we began research in our core study area around north eastern Vancouver Island, we documented only seven Humpbacks in the whole year. Come 2019, we documented 95 in the same area with the same amount of research effort.

With the return of these giants, there is an increased overlap with human activities. Therefore, it is essential that coastal British Columbians know about large whales like Humpbacks for the sake of both whale and boater safety. Not only have whales died as a result of collision and entanglement, there has been significant human injury (one boater is paralyzed as the result of a collision), kayaks have been flipped, and motorized vessels have been disabled.

One of the most common misconceptions about Humpbacks is that they know where boats are and will get out of the way. Unlike toothed whales, such as Orca, Humpback Whales do not have bio-sonar capabilities. These giants are very unpredictable. They can be oblivious of boats especially when feeding or socializing. They can be resting just below the surface, unexpectedly surface after long dives, or suddenly become acrobatic.

A further dangerous misconception is that Humpbacks are migrating through BC waters, travelling in a predictable direction. The reality is that many of these whales return from the breeding grounds to feed in the same specific areas of our coast year-after-year. They are seasonal neighbours who have preferred feeding areas and strategies. Thereby, they often travel in unpredictable patterns in the same area, not traveling in a straight line.

What can you do to reduce your risk of collision?

- Give whales space. It is the law to stay 100 metres away from Humpbacks and this becomes 200 metres when the whales are resting or with a calf. Since it is difficult to determine if a whale is resting or when it is a mother with a calf, we recommend always staying at least 200 metres away from Humpback Whales.
- Always be on the lookout for blows and other indicators of whale presence such as large aggregation of birds. Humpbacks and some bird species share the same food sources, such as krill and small schooling fish. More birds therefore signal an increased chance of whale presence.
- If, despite your vigilance, a whale surfaces within 100 metres, shut off the boat engine until the whale is beyond 100 metres distant.
- Watch for vessels flying the Whale Warning Flag. This signals that whales are in the area.
- Become familiar with areas known to have a greater likelihood of whale presence and be extra vigilant in these areas. Visit www.SeeABlowGoSlow.org for helpful information in this regard.
- Know the laws and further best practices, including your legal responsibility to report any collisions and entanglements to the DFO Incident Reporting Line.

In a future edition of The Port Hole, we'll feature How To Save A Whale: What To Do (And What Not To Do) If You See An Entangled Whale.

The Marine Education and Research Society (MERS) is a registered Canadian charity dedicated to promoting conservation and understanding of marine ecosystems through scientific research, environmental education, and marine wildlife response. ■