

THE PORT HOLE

February 2022

IN THIS ISSUE

WINDSHIFTS 52
JUST ASK JOHN 57
BOARD
NOMINATIONS 60

**GOLDEN
GLOBE RACE
PREPARATION**

58-59

**ONE MAN, ONE CANOE,
ONE VAST COUNTRY**
54-55

The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance
Send your photos to: theporthole@cps-ecp.ca
Cover image: "Red boat" by Don Butt





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

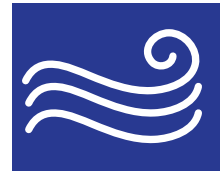
Published 6 times per year:
February, April, May, June, October, December, Copy deadline is ten weeks prior to publication. Editorial copy and correspondence should be sent to theporthole@cps-ecp.ca

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

National Office Director
Martin Gagnier

wind
Shifts



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

As far back as grade school, I wasn't the most scholarly of students. I did well enough to pass my subjects but no one was going to find my name on the school bulletin board under the heading 'Top Achievers.' Where I was found, on more than one occasion, was the principal's office awaiting the strap. I had the smarts but with that came a smart mouth. The good news is I never received corporal punishment for the same offence twice. I learned my lesson each time I offered my hands for 30 seconds of searing pain.

This said, there were two subjects I couldn't get enough of: history and geography. The first book I ever read was Robert Louis Stevenson's *Treasure Island*, a novel that still has a place on my home office bookshelf.

That still riveting tale of buccaneers and buried treasure and adventure on the high seas appealed to what became a lifelong interest in the journeys of those who came long before us. I wish I could get a copy of that book into the hands of every young person whose imagination deserves much better than a computer screen.

In this edition of *The Port Hole*, I'm thrilled to be able to present two tales of modern day adventure. Both leave me in awe and, quite frankly, should garner like attention from all of us.

First, Gabriola Island Power and Sail Squadron member Bert terHart previews his upcoming trek across Canada by foot and canoe. Clearly having retained his land legs after his epic seven-month solo circumnavigation of the globe via the five capes using celestial navigation only, Bert will depart April 1 from the west coast and head east to his ultimate destination of Dalhousie, New Brunswick some 7,200 kilometres away. In retracing the historic first

forays of Canada's earliest explorers, he'll rely on his sturdy legs and sound mental acumen as well as a 16-foot canoe.

Then there's London Power and Sail Squadron member Gaurav Shinde who, aboard *Good Hope*, will participate in the Golden Globe Race, a solo non-stop round-the-world circumnavigation completed without the use of any modern navigation aids. Held every four years since 1982, the 2022 event will see Gaurav, one of 35 participants, depart Les Sables-d'Olonne, France in early September with some 48,000 kilometres of ocean adventure ahead of him before arriving back in the French port.

Bert and Gaurav aren't explorers in the true sense of the word. They won't discover new lands or become destined for a place in the history books. But by boldly, and dare I say, bravely venturing out on their lonely excursions, each will experience the same sensations of excitement, revelation and, yes, joy that was experienced by those who first dared to go where no one had before. That each is selflessly willing to share their adventures with *The Port Hole* is a huge bonus.

As CPS-ECP members, we should take pride in the fact that both Bert and Gaurav learned and honed their on-water skills as members of their respective squadrons and via various courses offered through CPS-ECP. Each is one of us. Yes, their treks are more ambitious than your typical lake crossing but the appeal of a new adventure ahead is something all boaters can relate to.

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



NEWS AND VIEWS FROM THE CHIEF COMMANDER'S DESK

- by Peter Bolton, Chief Commander, CPS-ECP



CPS-ECP Chief Commander Peter Bolton

New National Office Director: We are delighted to welcome Martin Gangnier, our new National Office Director. Martin comes to us from RE:Sound, a company that manages music copyright and licencing on behalf of music artists so that they can be paid for their work and their talent.

Martin has already met our national office staff and has begun to become acquainted with our procedures and work patterns. Martin is a bilingual fellow boater and he has a young family.

National Dues Raise: A reminder that the national portion of CPS-ECP dues has increased for the first time in nearly 10 years, effective January 1, 2022. The \$8 increase agreed to by the board and approved by members at October's AGM is about the same as the Bank of Canada published rate of inflation over the period since the last dues increase in 2012.

As we have all experienced, many things have increased by a much higher rate than this. Squadron and District dues remain the same. This means the overall dues have risen from \$52 to \$60 for members - half that for family members. The total dues/fees per member is \$60.

New IT System: Continual progress is being made with IT improvements. The Learning Management System with its improvements to course entry and data retrieval has recently gone live and has been well received.

Also, as I write this, the long awaited IT Financial Dashboard is nearly ready for testing. When the testing is completed, the dashboard will be moved to the operational server and be available for use by squadron and district financial officers. SFOs will receive comprehensive data on squadron purchases and student names. One of the current challenges with the financial system has been financial officers who have been

having difficulties reconciling their class participants and material purchases with the numbers that the national office has given them. This upgrade will help in that regard.

CPS-ECP Course Validation: From the local BC newspapers and CBC articles, 17 members of a party of more than 30 paddlers got into difficulty in rough weather while attempting a September crossing of Vancouver Harbour near Lion's Gate Bridge. They had to be rescued by CCG and RCM-SAR search and rescue teams. The paddlers were not aware that opposing wind and tide can make for short sharp waves which will affect paddlers much more than boats.

Another minor technicality is that Vancouver Harbour regulations prohibit SUP and other light craft from operating in this area because of safety concerns with the constant flow of large commercial vessels. Our mission of teaching boating safety is needed - knowledge helps to prevent accidents - as the latest accident reports from the US Coast Guard show. Canada's figures will no doubt show a similar increase. Folks have decided that boating is a great way to isolate and enjoy the great outdoors and have bought boats in record numbers. However, many did not allow much time to increase their knowledge base.

A New Year: We look forward to a better future with some relaxation of the COVID-19 protocols, providing the chance to again greet each other in person and resume face-to-face classes and conversations.

At my own squadron, we celebrated the our 60 + 1 anniversary with limited numbers and social distancing at a local hotel. We all agreed it was a great evening and expressed how much we have missed squadron social life. I'm looking for more of that this year. I wish all CPS-ECP members a happier, healthy and successful 2022. ■



ONE MAN, ONE CANOE, ONE VAST COUNTRY: RETRACING THE FOOTSTEPS AND WAKES OF THOSE WHO DARED SO LONG AGO

- by Bert terHart, Gabriola Island Power and Sail Squadron



On August 28, 1792, British naval Captain George Vancouver sailed into Nootka Island's Friendly cove to meet with Spain's Juan Francisco de la Bodega y Quadra, a navy captain and, as Commandant of the Naval Department of San Blas, responsible for administering Spanish interests in the Pacific Northwest.

The two officers met at this tiny far-flung outpost on a wild and desolate coast a world away from Europe to put an end to a conflict that had the makings of a world war.

During that same August, Alexander MacKenzie was hastening across Canada's vast interior on foot, and by canoe, to establish a bridgehead on the Peace River near the eastern slopes of the Rocky Mountains. In amongst the towering peaks and steep valleys, he hoped to get a head start on a voyage that would lead him over the continental divide and eventually to the shores of the Pacific Ocean. MacKenzie's effort is even more astonishing considering he had actually started out more than 16 months earlier in the spring of 1791.

Thinking that his trip down the MacKenzie River was a failure for firstly failing to reach his intended goal (the Pacific Ocean)

and, secondly, being unable to accurately map the river given his lack of knowledge and equipment required to derive one's position on the earth accurately, he left Fort Chipewyan on the shores of Lake Athabasca bound for England. He arrived in the fall of that same year and spent the winter procuring the tools necessary for celestial navigation and the knowledge of how to use them, including learning the specialized trigonometry involved. In the spring of 1792, he set sail from England bound for Montreal and ultimately the eastern slopes of the Rocky Mountains.

I have been to Friendly Cove. The beach, shore and tiny cove remain little changed from Vancouver's day. Standing beneath a stained-glass window commissioned by the Spanish government commemorating Vancouver's and Quadra's encounter, one can't help but feel the push and pull of history and the presence of great men.

I have also been to the small piece of exposed bedrock where MacKenzie hastily wrote in reddish paint made of vermilion and bear grease 'Alex Mackenzie from Canada by land 22nd July 1793'. Hastily, because he was hurrying to complete his sextant sights after being abandoned by his First Nations guide and hounded by his men to leave poste haste given a band of warriors were paddling furiously to catch up with him.



Sir Alexander MacKenzie

Somewhat counter to intuition, nearly all of Canada was mapped using a sextant. We know Vancouver, Cook, Bligh, Quadra and La Perouse were extraordinarily gifted navigators and cartographers. We also know they did it with a sextant. What is not widely known, and most certainly underappreciated, is Thompson, Fidler, Turnor, MacKenzie and Champlain

were every bit the navigators and cartographers their naval counterparts were. Cook's chart of Newfoundland was not superseded until the middle of the 20th century. Likewise, some of Thompson's maps of Canada's vast, trackless interior.

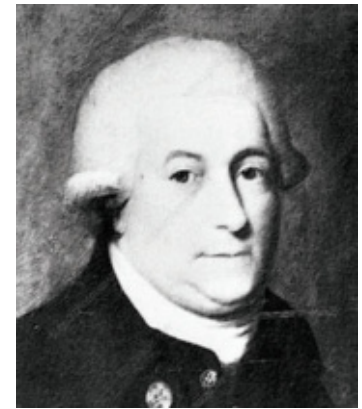
After having retraced many of the great navigators' wakes, including Vancouver's and Quadra's, by sailing around the world via the five great capes in the sloop Seaburban, I'm preparing to retrace MacKenzie's footsteps across Canada. I plan to do that using only the navigational tools he used: compass, sextant, watch and tables.

Starting April 1, 2022 from the area where Simon Fraser meets the Salish Sea near the University of British Columbia, and finishing on the Atlantic seaboard near Dalhousie, New Brunswick, I plan to travel on foot and in a canoe, solo and unassisted, the same routes that First Nations peoples used to traverse vast tracts of land and later, guide some of Canada's greatest mapmakers and cartographers. The route is more than 7,200 kilometres long, and will carry me over many of the places that shaped and ultimately help define this country.

As opposed to Seaburban's 45-foot length and 30,000 plus pounds displacement, I'll be travelling in a 16-foot canoe and carrying less than 120 pounds of gear and food. Carrying is the operative word as I'll be portaging, pulling or dragging the canoe by foot overland for more than 500 kilometres. Additionally, there will be no shortage of trying to paddle upstream,



including portions of the Fraser and Columbia rivers. Having completed a solo circumnavigation, anyone who has learned of this next adventure has typically skipped the usual 'You must be crazy' comments and opted for 'Why?' I know now how to answer because the context is usually muddled by incredulity. Why are you doing this alone? Why in a canoe and not a motorhome? Why leave home at all?



Captain George Vancouver

How can one know much of anything of a history without reaching out across time, and indeed space, to try and recapture what those who helped make it might have experienced? I want to experience and learn something of this land, and the nation it would become, by experiencing it the way those who helped create it did. From the explorers who literally put Canada on the map to the First Nations peoples who struggled, lived and loved by their sides every step and stroke along the way. Their path, their footsteps, their wakes will be my guide. ■





EXPAND CPS-ECP'S PRESENCE AND REACH AN IDENTIFIED PRIORITY

- by Martin Gangnier, National Office Director, CPS-ECP



Bonjour! By way of introduction, my name is Martin Gangnier, your new National Office Director.

Some of you have already heard from me as I am holding as many virtual meetings as possible in order to ask questions, listen and gain insight from your valuable experience and perspective.

Prior to joining CPS-ECP, I spent 15 years building a not-for-profit in the music industry. As the head of licensing, industry and member relations, it was my responsibility to engage with the international music industry, maximize revenue, modernize operations and systems, advocate on behalf of members, and build partnerships with a broad range of stakeholders.

During my tenure, I helped develop and implement a new company-wide IT (ERP) system and also led the way in re-branding the organization and, by that fact, broadening its scope from a straightforward not-for-profit copyright collective to a highly respected and recognized industry partner and champion for music creators.

I am very excited to join CPS-ECP at such a pivotal time. Though there may be challenges, I believe we have the right

tools, people and know-how to ensure we remain the “go-to” boating education organization in Canada.

In collaboration with CPS-ECP squadrons/districts, members and the board of directors, my goal is to expand our presence and reach by increasing marketing efforts, and driving revenue and membership numbers. Other areas of immediate focus include improving organizational effectiveness, and ensuring our IT systems function at peak levels and are continuously improving.

I look forward to meeting and working alongside all of you.

On the personal side, I am a relatively new boater (2016), so I still have a lot to learn.

My wife, two young daughters and I recently traded our pontoon for a 21-foot deck boat and are really enjoying it. Our time on the water is spent between the sandbar, doing water sports and enjoying sunset cruises.

My eldest daughter has begun courses towards her PCOC, which scares the living daylights out of me, but at least she will now have access to the finest boat safety education in the country through her dad's new role with CPS-ECP. ■



justask
John



WHATEVER YOUR ON-WATER NEED, THERE'S A CPS-ECP COURSE FOR YOU

- by John Gullick, AP, Manager of Special Programs

I recently received a similar question from three people, each of whom has purchased a new cruiser and wants to know which of our courses would be good to take to provide them with information on boating safety and operation.

I started to answer by assuming that each has a Pleasure Craft Operator Card (PCOC) required to operate any powered vessel regardless of engine size. Each confirmed that was the case.

Next, I started walking them through our series of boating courses, 2 through 5, and also mentioned the Maritime Radio (ROC(M)) course required to operate a VHF radio and our weather course, which remains one of my personal favourites.

Now I will give a brief description of all the courses mentioned above. This information can be found on our national website www.cps-ecp.ca along with information about all our other courses and seminars:

Boating 1 PCOC Boating Basics – All operators of motorized pleasure craft are required to show operator competency and the Pleasure Craft Operator Card (PCOC) is the most common proof. This course provides all you need to know to prepare for the Transport Canada PCOC test. It is presented in an easy to follow format that is both informative and entertaining.

Boating 2 Beyond Boating Basics – This is an introduction to the art of navigation, anchoring, lines, ropes and knots, and what to expect when the boat is moving under power. Optional topics include towing, trailering and checklists for layup and launch.

Boating 3 - The third course in the series further explores navigation as you learn to plot and label on paper charts as well as what the skipper should do when underway, handling

a boat under sail, and environmental responsibilities and electrical hazards. Optional topics include tides, currents, canals, locks and collision regulations.

Boating 1, 2 and 3 are available in various combinations.

Boating 4 – This course builds your confidence on the water when dealing with safety and emergency situations. Other course aspects include relative bearings, knots and splicing, medical emergencies, and coping with adverse weather.

Boating 5 Near Shore Marine Navigation Level 2 – Expand your knowledge for planning cruises using a variety of electronic devices to chart a course and plan your course under tidal, current and windy conditions. The course covers GPS, radar, chart plotters, sonar, autopilots and more.

Maritime Radio – All you need to know about how to operate a VHF radio in preparation for challenging the required written and oral test to get your Restricted Operator Certificate (Maritime) (ROC(M)).

Other courses include Boating 6 and Boating 7, Offshore Marine Navigation, levels 1 and 2, Electronic Marine Navigation, Radar For Boaters, Boat and Engine Maintenance, Environment and Weather, and Extended Cruising and Sailing. Meanwhile, available seminars include Celestial Navigation In A Nutshell, Automatic Identification Systems (AIS), Protecting Our Waterways and Environment, Weather For Boaters, Tropical Weather for Winter Boaters, Tides and Currents, and Paddling and Board Sports.

Most courses and seminars can now be taken online. Register for courses at www.BoatingCourses.ca or contact your local squadron directly. To get local squadron contact information, go to the national web site at www.cps-ecp.ca, click on Contact and then click on Squadron Locations. ■



CONVERTING A FAMILY LIVEABOARD FOR THE 2022 GOLDEN GLOBE RACE IS NO SMALL TASK

- by Gaurav Shinde, London Power and Sail Squadron



The USP (unique selling proposition) of the Golden Globe Race is that it's a simple concept - sail solo around the world without modern navigation technology in a 32 to 36 foot cruising sailboat built before 1988.

It's an attainable adventure for many dreamers who, in their retirement, want to experience one final hurrah. For

some, like myself, it's an attainable goal without mega money sponsors. But when you peel back the layers, you quickly discover that it's not like any other yacht race in the world.

I am a massive fan of Formula 1 racing and, as such, subscribe to the belief that a racecar is built for speed first. Then you squeeze in the driver. That's the approach I took as I began the refit of Good Hope.

A Taiwan-built 1980 Baba 35, Good Hope had been a liveaboard for most of its life when I purchased her in 2019. Over the years, previous owners had added conveniences for living aboard in Maine and New York through winters and hurricanes.

Weighing 7,000 pounds above the designed weight, my first task was to remove everything that weighed Good Hope down. I started with the removal of the teak deck. Thanks to winter and

COVID-19 lockdowns, that project took almost seven months to complete. The teak had been fastened to the deck with caulking and screws of different sizes. Then I had to deal with the wet core, the result being a lot of cutting through old, rusted bolts on fittings on the deck.

If you've ever seen inside a Taiwan-built boat from the 1980s, you know they cut down almost a rainforest of teak trees to build the interior. There was teak in places that didn't require teak, so I spent another month removing most of the interior teak fittings.

The V-berth became a locker for the ten sails I will be carrying during the race; the heads were removed, the through hulls plugged and a composting toilet was installed; the port settee became the tool and battery storage, and the starboard settee became my bunk. Out went the Force 10 stove and oven, replaced by a flash camping stove. Hot water bags will replace the Dickinson heater. The massive quarter berth is now a dedicated technical area. All but four portlights are being replaced with permanent ones and the dorade box is out.

On deck, there used to be a huge butterfly hatch, which is a trademark of Bob Berg/Bob Perry designs, but they leak. The forward hatch is also made of beautiful teak. Both are gone. The biggest change came in the cockpit. There is very little space in the cockpit of a Baba 35. The first thing to go was the wheel and binnacle, replaced by a tiller - simple and direct with less parts to potentially fail and easier to connect to the wind vane. And it has a better feel.



I decided to search for a new mast that was two feet smaller, hoping to make the boat less tender without losing any sail area. The boat had all the halyards on the mast and there was no reefing system. The main halyards and a new single line reefing system were designed to come back to the cockpit so that I don't have to leave the safety of the cockpit in extreme weather.

The last big project for making Good Hope ready was stripping the bottom of 40 years of paint. Over the years, it had new layers of paint slapped on without removing earlier layers. The Port Credit Yacht Club was kind enough to provide me with a nice spot away from other boats so I could go through the tedious process of removing all the layers of paint one by one.

That done, the biggest consideration was the selection of bottom paint that would ensure I don't have barnacles growing on the bottom that will slow me down toward the end of the race.

As one of my main considerations was making sure it was the least damaging to the environment, I decided on Coppercoat, a non-leaching coating that is kinder to the environment than conventional self-eroding anti-fouls.

I am aware that when I launch Good Hope next season, I might gain just half a knot or more from all this work but that half a knot will be worth a lot over the 250 days I will be spending at sea. ■

JOIN THE 'BULKHEAD OF SUPPORTERS'

Many people ask Gaurav how they can help. You surely cannot sail with him as the GGR is a solo race. But you can send your memory round the world with a small gift to Gaurav's campaign. The main bulkhead in the boat Good Hope will be committed to add names and pictures of supporters who have helped Gaurav in their individual capacity. All gifts and time given to Gaurav and Good Hope get a spot on the 'Bulkhead of Supporters'. The Golden Globe Race Starts: September 4, 2022.

Visit: <https://www.gauravshinde.com>



NOMINATIONS BEING TAKEN FOR CPS-ECP BOARD OF DIRECTORS

— by Chuck Beall, Nominations Chair, CPS-ECP

CPS-ECP gets its legal right to exist from Canada's Not-For-Profit Act.

As a corporation, CPS-ECP is governed by directors. The Act states that the directors can elect a management committee of directors to take on most of the governance work, subject to board review and oversight. CPS-ECP has done that by electing directors to the Executive Committee (ExCom). However, non ExCom CPS-ECP directors are members of other board standing committees, notably the Boundaries, Strategic Planning and Audit committees. These committees report to the board and provide committee members with the direct, hands-on opportunity to develop ideas into policies and action plans for the organization.

One of the most important jobs a director has is to approve the annual budget. That provides for the allocation of funds for specific programs and activities that create the priorities of, and for, CPS-ECP.

If you have some ideas about what CPS-ECP should be doing now, or where it should go in the future, consider applying to become a director. The term is for three years and you

can apply for a second three-year term. The application form can be found on the website at <https://www.cps-ecp.ca/about/call-for-applications-for-nominations/>. Application questions are designed to give you a chance to share your background, experience and interests with the nominating committee that considers each application and reports to the board with recommended candidates.

This year, eight directors' terms will end at the time of the 2022 Annual General Meeting. To be clear, just because a director applies for a second term, renewal is not automatic.

If you're interested in becoming a board member but have some questions, send me an email at pcc@cps-ecp.org.

And, as always, if you think someone else would make a great director, encourage him or her to apply. ■

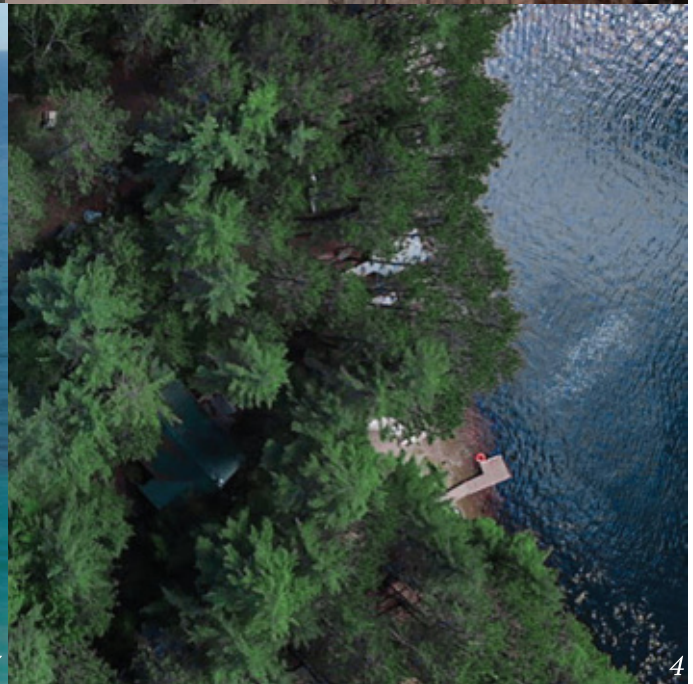
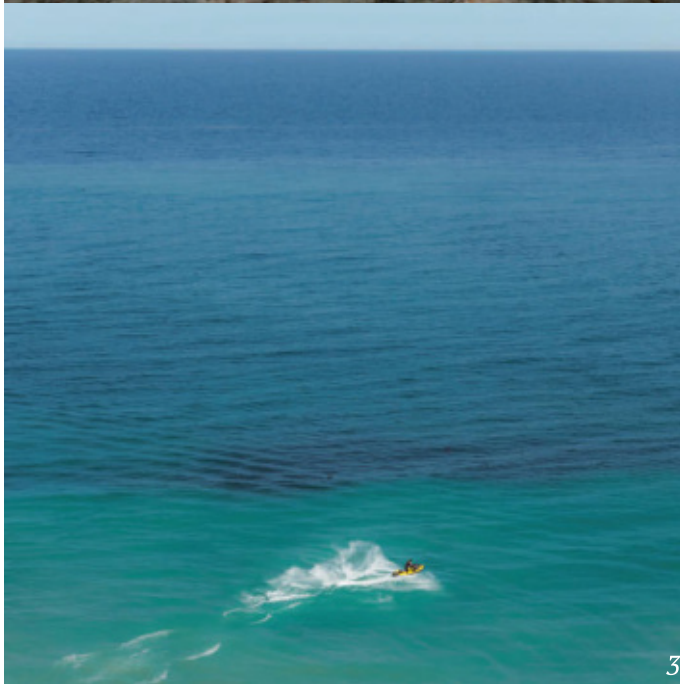
A REVIEW OF CPS-ECP'S INSTAGRAM PHOTO OF THE MONTH

- by The Marketing Team at CPS-ECP

Do you want to see your photo published in the Port Hole? Submit a high resolution image (at least 300 dpi) of beautiful sunsets or sunrises, pets on the water, your boat or just a sight that took your breath away. We feature a photo of the month in our online newsletter On Board as well, so do not hesitate to submit yours!

- 1: By Valentin Bacalu – January 20th 2021
- 2: By Valentin Bacalu – March 23rd 2021
- 3: By Valentin Bacalu – April 12th 2021
- 4: By Valentin Bacalu – June 10th 2021
- 5: By Vanessa Schmidt – July 12th 2021

- 6: By Valentin Bacalu – March 10th 2021
- 7: By Don Butt – September 10th 2021
- 8: By Valentin Bacalu – December 2nd 2020
- 9: By Nour Bawab – October 27th 2021





THEPORTHOLE

Follow CPS-ECP on the social channels below to stay informed about our exciting offers and courses!



@CPSboat



/CPSboat



@CPSboat

1-888-CPS-BOAT
www.boatingcourses.ca

