

THE PORTHOLE

JUNE 2022

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The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance

Send your photos to: theporthole@cps-ecp.ca

Cover image by CPS-ECP member Larry MacDonald





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



If the COVID-19 pandemic has taught us anything, well, it taught us two things: first, armchair scientists abound, using social media to show us how much smarter they are than actual scientists, and second, there are no limits to our collective capacity to work around serious challenges to the norm and find a way to make what we do not only work but actually work very well.

In CPS-ECP realm, two prime examples of the latter come quickly to mind.

Over the course of the past two years, our annual fall AGM and conference was presented exclusively online. The alternative was to not hold the event at all, which really wasn't considered an option. At the direction of the Chief Commander, we found a way to make it work virtually. There were a few hiccups, for sure, but the overall end result was the same: important business was conducted, yearly awards were presented and fellowship was enjoyed.

Plans are now well underway for a return to the in-person AGM and convention this fall, which will be held in Toronto. It will be so very good to get back to that format. After all, the reason many of us joined CPS-ECP, and have stayed, is the opportunity to talk all things boating with fellow enthusiasts. To be able to do that over dinner or drinks is very appealing.

Another area that saw CPS-ECP pivot since March 2020 is the delivery of training courses. Many squadrons found a way to make that work virtually. I'm guessing that for many students, the appeal of being able to learn from the comfort of their homes, particular during harsher weather months, left them asking "What took you so long?"

Moving forward, a case can certainly be made for the merits of both in-person and virtual delivery of courses. Just as there are challenges with both forms of delivery, there are also advantages. We learn in this edition of The Port Hole, you can have

the best of both worlds, as has been experienced successfully by the North Shore Squadron in British Columbia.

Like squadrons across the country, North Shore saw its in-person classes put on hold and turned exclusively to Zoom for delivery of its courses. That worked well but fall 2021 brought a return to classroom delivery with good uptake. This spring, North Shore is delivering hybrid in-person/online courses with a combined 42 students enrolled – 21 per format. Better still, they have a very healthy waiting list of those who couldn't get in this time around but want to when the next opportunity arises. It's fair to assume North Shore has emerged from the pandemic in a very good place.

As detailed by Training Officer Tony Read, hybrid in-person/online course instruction is a lot of work to bring it together seamlessly. There are a lot of moving parts that have to be considered and addressed. However, the end result – the ability to deliver courses tailored for both those who want to attend in-person *and* those who prefer to learn virtually – has clearly been well worth the effort.

If your squadron is struggling with how to provide hybrid classes post-pandemic, you would do well to learn from North Shore's experience. Tony et al have thought of everything, setting them up for more trained boaters and, ultimately, more members.

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 to theporthole@cps-ecp.ca

Here are the remaining deadlines for 2022

October Issue – Deadline July 15

December Issue – Deadline Sept 15

February Issue – Deadline Oct 15 ■



Canadian Power and Sail Squadrons

Published by Authority
of the Board of Directors

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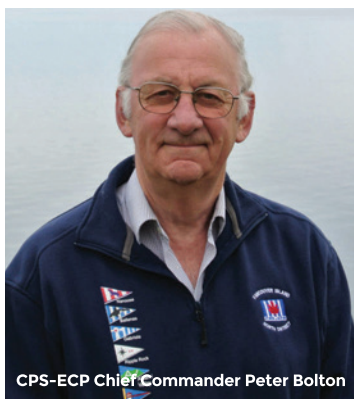
Published 6 times per year:
February, April, May, June, October, December, Copy deadline is ten weeks prior to publication. Editorial copy and correspondence should be sent to theporthole@cps-ecp.ca

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CPS-ECP MUST ADAPT TO A CHANGING WORLD – NOW, NOT LATER

- by Peter Bolton, Chief Commander, CPS-ECP



CPS-ECP Chief Commander Peter Bolton

As we start to recover from the pandemic, a few thoughts on the future.

We are, by and large, and I include myself, an 'older' group of boating enthusiasts. That means that many of us are retired. How would we have the time to devote to teaching, and the administration of our squadrons and districts, when

working full-time and raising a family? Not easy. Perhaps that's why younger volunteers are in the minority.

Still, there are those of us – the younger us - that do find the time, and I'm amazed and grateful.

Family and the mortgage comes first. Jobs change. I have listened to members at many squadron and district AGMs. A common denominator remains the difficulty that bridges have recruiting fresh faces. That includes volunteers to serve on the boards of directors. But new faces means new ideas, leading to practical solutions.

Many of the iPad generation are not drawn to belong to social groups like previous generations were. Many organizations, like the St. John Ambulance Brigade, the Royal Canadian Legion and the Coast Guard Auxiliary are having trouble finding and retaining volunteers. CPS-ECP is no different. The iPad generation fulfills their social needs from social media. They have been using social media since their early school days and they are good at it.

If you need information, just "google" it or search for a YouTube video. If you need to know where you are, turn on your cell phone – it has a GPS tracker.

What can CPS-ECP do to bridge the generation gap? There are no easy answers.

We have a reputation as a group of old fogies with a military background and, although we offer an excellent suite of courses, most people, especially new boaters, don't know who we are or just how good our courses and instructors are. Good material and instruction are of no use if nobody knows that we exist in the first place.

We need to get ourselves better known. We have to provide what our customers want. And what do they want? They want knowledge provided in a way they want to receive it, not necessarily the way we are collectively serving it up. We have to provide both face-to-face classroom instruction and online Zoom instruction via Moodle. We are doing this but we need to do it more.

There are currently too many squadrons not teaching; not even trying to meet our mandate to teach safe boating and navigation. We need them to get off their posteriors and to work. We need to hold classes throughout the year, not just in season. We started holding online classes when the pandemic started. As it turned out, online teaching provided a lifeline during the last two years.

Further, we need to simplify many of our rules, regulations and procedures. Squadrons need to be able to run successfully with fewer officers and with fewer rules. Easy to say but not so easy to do. In so many cases, successful squadrons and districts that I have experienced have a lively social life. I will have the privilege of visiting some of them this month.

We also need to improve our branding and our image. We have started the process of designing a new logo and are looking for a short, catchy name. As was commented by one of our directors recently, "CPS-ECP is good at planning and not good at implementing plans." There may have been an excuse for a lack of action recently but as we emerge into a new world, planning must be replaced with action. ■

WATER SAFETY EDUCATION IN THE NORTH DEMANDS A DIFFERENT APPROACH

- by Dr. Audrey R. Giles, Professor, School of Human Kinetics, University of Ottawa

Boating-related fatalities are especially high in Canada's three territories: Yukon, the Northwest Territories (NWT) and Nunavut. In particular, Indigenous men are at elevated risk of dying in a boating-related incident.

Despite knowing that place, ethnicity and gender play important roles in boating-related incidents, water and boating safety programs that are delivered in southern Canada to largely non-Indigenous peoples are the very same programs that are delivered in northern Canada. The lack of fit of boating safety programs with the realities of boating in the North is reflective of a southern and Eurocentric bias in program content. As a result, many northerners do not deem boating safety programs to have any benefit for them.

During my undergraduate days, I spent many summers working in the Northwest Territories and what is now known as Nunavut. While working at small pools in primarily Indigenous communities, I realized that much of what I knew from my training at pools in Toronto and on waterfronts in Muskoka was not very helpful to northerners. I knew how to keep them safe in a pool and a relatively warm lake but I was lost when it came to survival on the Arctic Ocean and other northern bodies of water.

After completing graduate school, during which time I offered waterfront programs in the NWT while doing research on a completely different topic, I landed a job as a professor at the



University of Ottawa. Burnt out from my previous research, I decided to focus on water and boating safety in the North. As an applied anthropologist, I wanted to better understand Indigenous northerners' perspectives on water and boating safety, and I wanted to figure out ways in which we could ensure that course content reflects their lived experiences.

For the past 17 years, I have worked in partnership with communities in Nunavut and the NWT to make cultural and geographic adaptations to course content. Over the past several years, I have focused a great deal on the Pleasure Craft Operator Card (PCOC) course.

The PCOC is not mandatory in the NWT or Nunavut. Residents rejected this government intrusion into their everyday lives, seeing it as an over-reach. They have been using boats since time immemorial – indeed, they invented the kayak. Why would they need or want training from southerners?

Taking this point to heart, I have worked to create a “northern supplement” of the PCOC. As the PCOC is a national course,

I cannot remove content from it when I teach it. I can, however, add content. And that is exactly what I did. I borrowed content from Alaska's Office for Boating Safety, had focus groups with northerners to identify items that are important to northerners but were missing from the mandatory equipment list from Transport Canada (rifle, ammunition, harpoon, axe, bear spray), invited Elders to attend and add local content about local dangers and traditional knowledge, and added content on cold water survival.

The result? Residents said that their favourite part was the content from Alaska, and they reported finding the course to be extremely useful.

Racism abounds, even in boating safety. When I've discussed my research with southerners, many have said "But they drown

because they are drunk." While alcohol plays a role in boating-related fatalities in any region, we need to consider the impact of current safety education that neglects northerners' needs and fails to account for their sometimes lower levels of English literacy, the ways in which colonialism has resulted in poverty and thus difficulty in buying boating safety equipment, and the role that cold water and distance from help play in survival.

If we offer meaningful programming and assist communities in buying the sort of safety equipment that they deem useful – for example survival suits and not lifejackets – northerners have shown that they will eagerly adopt safety practices. It's time to change our approach and to ensure that we meet northerners' self-identified needs. ■



Submit your adventures and high-resolution photos to theporthole@cps-ecp.ca

Remaining deadlines for articles and photo submissions for 2022

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BOAT RESTORATION PASSION CAME EARLY...AND NEVER LEFT

– by Jeff Evans, Sarnia Power and Sail Squadron

Cottage life began for my family in the early 1950s when my parents bought some Crown land in Victoria Harbour.

Over the next few years, they cleared the land and built a simple rustic cottage for us to enjoy each summer. Shortly afterwards, my father, a shop teacher in Toronto, built Pokey Joe, a wooden runabout powered by a 10-horsepower Johnson outboard. That boat took family and friends on local jaunts and fishing trips for many years.

Over the following years, our boating expectations outgrew Pokey Joe and my parents bought a used 14-foot Chestnut wooden runabout – Pokey’s Mate – with a 40-horsepower Gale outboard. Now we could travel further afield, carry more passengers and waterski.

In the early 1970s, the outboard was upgraded to a brand new 45-horsepower Chrysler as the need for speed kicked in. The family fleet was also expanded to include a fibreglass canoe and a 11-foot Sea Snark styrofoam sailboat. At the time, money was tight as my parents were raising six kids while getting their cottage built, yet having a boat was quite affordable.

Those early years developed my love for being on, and in, the water. I’m sure you know others, if not yourself, that have had similar childhood experiences with boating that evolved into a lifelong boating passion.

Today’s entry-level boats are far more sophisticated than those my parents experienced, and they come with a significant price tag. As well, the costs of cottage properties and boats have outpaced incomes, which restricts families from becoming boaters. Fortunately, the Internet has greatly improved access to listings of used boats and many new boaters have acquired their first boat via their computer. Many of those listed are older runabouts that are well past their prime but not yet ready for the dumpster. As well, unlike antique cars, restoring a fibreglass runabout and outboard can be a very economical entry into boating.

In the 1970s, two of my brothers had a Chrysler Marine dealership. I have fond memories from that time and, in





2012 searched for a Chrysler to restore. I ended up with two boats – a 1974 Conqueror I found in Ohio and a 1976 Commando in Michigan. Both boats' gelcoat was in good shape but their internal construction was breaking down or gone completely. I paid about \$1,000 for each of them, including their trailers. Importing them into Canada was quite simple.

The Commando needed a new transom and interior. We allowed ourselves to modify the boat from its original interior look. My brother Ron was a great help cutting out the rotten transom, replacing the plywood, encapsulating with fibreglass and refinishing to match the gelcoat.

The boat's interior had the seats rebuilt with new foam and covering. We added matching cushions over the storage lockers behind and in front of the helm for additional occupants.

The weathered locker hatches were replaced with King Starboard panels and the glued-in carpet was removed to reveal a nice gelcoat cockpit decking.

The original engine - a 45-horsepower Chrysler – underpowered the boat, so I found a 1981 Chrysler 85-horsepower outboard in New York with a bad lower end. I bought a used lower end in Detroit to complete the package. A new tonneau cover was custom made to protect the boat. The trailer needed a new axle, tires and LED lights.

We named the Commando Yellowbird III in recognition of a similar boat raced by the Chrysler factory team out of Barrie, Ontario.

The Conqueror was a bigger project as there was more structural rot and it needed a 'deck-off' rebuild with new stringers, floor foam floatation and transom. As well, we wanted to keep the original design, engine and locate the correct interior given its rarity.



The boat went to O'Rourke Boat Repair in Penetanguishene where skilled professionals dismantled the boat and gutted the interior structure down to the fibreglass hull. They then replaced the stringers, floor and foam beneath the floor while redesigning the interior transom knees to better support the engine. They then touched up any gelcoat damage.

I was fortunate to find a similar but older Conqueror near Collingwood with the exact interior and colour required. The hull was shot but the boat was stored in a boathouse, so the interior was intact. I bought the boat, removed the interior and installed it in my rebuilt Conqueror, selling off the spare boat carcass.

The boat's original Chrysler 135-horsepower outboard was in great shape and, with a tune-up, came to life. The trailer received new tires and LED lights. A new tonneau cover was custom made to protect the boat. The Conqueror was named Blue Moves after an Elton John album from that period.

In the end, I have about \$15,000 invested in the two boats. I'm not hung up on what they are currently worth as they are priceless to me, not only for their uniqueness but the pleasure they give my family. We enjoy tubing, skiing and cruising, whether on Lake Huron out of Goderich or from Grimsby on Lake Ontario where my son Owen lives.

For fun, a few years ago, we entered both boats in an antique boat show at WAMBO in Wallaceburg where they received awards. Both boats are quite rare and get a lot of attention when out on the water.

I hope that others will consider restoring older runabouts to bring new life to them and enjoyment for their families. For those who enjoy a reasonably challenging project, the cost is significantly less than a late model boat and the results are much more rewarding. And there may also be some other kids out there who will develop their own lifelong passion to mess around with boats. ■



HYBRID IN-PERSON/ONLINE COURSE INSTRUCTION MODEL PAYING HUGE DIVIDENDS FOR NORTH SHORE SQUADRON

- by Tony Read, Training Officer, North Shore Squadron



Until recently, we have seen a decline in the number of students enrolling for boating courses, especially Boating 2 and Boating 3.

When we, the current batch of Instructors, started teaching the old boating course, we had full classrooms and multiple proctors – the mood around boating education was enthusiastic. However, from that time on, we saw a slow decline in student numbers to the point that the three squadrons on the North Shore in British Columbia combined into one squadron, the North Shore Squadron. The amalgamation was necessary as we were competing for students and proctor numbers were falling off.

Shortly after combining the squadrons, we saw a slow increase in student numbers. This was partly due to not sharing students between three squadrons and partly because boating was coming back in vogue. The North Shore Squadron recovered

and enjoyed a number of years where we had between 20 and 30 students for each course. Our numbers were stronger, and our in-class courses were enjoying enthusiasm and strong proctor numbers again.

During spring 2020, COVID put an end to our in-classroom instruction. In fact, we bent the rules a little so our students could take the Boating 2 exam before shutting down the Combined B2 and B3 course.

Also at this time, CPS-ECP developed Moodle online classes. This was the solution. The following fall we undertook our first online course where we presented the same in-classroom slide decks to our now online students on a weekly basis via Zoom. This was a successful innovation. However, the NSPS always presented to students. We didn't just leave our students to self-study.



There was a learning curve to Zoom courses and we became better at delivering a professional course during the spring 2020 to spring 2021 year. We picked up good membership and a number of new proctors.

Come fall of 2021, we were able to return to the classroom. So strong was the interest that we stopped taking students for the classroom, capping it at 21 students. We were experimenting with simulcast and had come to the point where we were confident to try it. As a result, we opened up our spring 2022 course to online students as well, limiting registrations to an additional 21 students. Our weekly classes were now being delivered to 21 in-class students and 21 online students. That's a lot of students.

In addition, we have another 19 students who couldn't get into the spring 2022 course waiting for our fall 2022 course to begin. For our student cruise, we have 36 students, 15 proctors and skippers, and seven boats – our biggest cruise ever.

If not for the simulcast, we would be turning many students away. Our students have enjoyed simulcast as they get to hear a topic delivered weekly and they have the opportunity to take the class online from anywhere. This has been particularly appreciated by our students who travel for work or who may be at home for other reasons.

So how does the simulcast work?

You probably already understand the 'how to' part but we learned a number of lessons each time we presented. We wanted to make sure online students were as active in the classroom as possible. To that end, the following has proven helpful.

- The slide deck displayed in the classroom is also 'zoomed' out to online students.
- The presenter wears a lapel microphone that is Bluetooth-connected to the presenting laptop.
- A room speaker allows online students to call out questions and make comments in the classroom.
- Our online facilitator sits in the classroom and monitors the Zoom presentation. This person is the liaison between classroom and online activities.
- An online proctor answers questions as online students raise them via the chat feature.
- An electronic pointer allows the presenter to point at the projection screen or the laptop to point out items of interest in the discussion. This appears for the online students as well.
- A video camera allows online students to see the presenter as well as the slide deck being presented.
- A strong Wi-Fi connection and Zoom account is essential. In addition to the hardware required, there are some rules for the presenting team to follow.
- At the start of class, online students are required to mute their microphones and only turn them back on when

talking to the whole group. The online facilitator monitors this.

- Classes should have a break at some point as it is harder for online students to focus for the entire three-hour duration.
- Presenters must repeat questions from the classroom so that online students hear the questions and are better able to understand the answer. The online proctor will remind presenters to do this if needed.
- We want online students to ask questions and share their experiences. Online students can ask and share questions and comments in two ways. They can turn on their microphone, ask the question/comment, participate in the subsequent discussion, and then turn off their microphone. The presenter needs to listen for questions from online students. As well, online students can 'chat' their question or put up their hand to the online facilitator. The online facilitator will then pass on the online student's question or introduce the online student so that everyone can hear the student asking the question.
- To prevent muffled and distracting sounds, presenters need to keep the microphone clear of clothing, masks, rustling paper, etc.
- Presenters need to stand still and stay in view of the camera.

To set the course up for display on the CPS-ECP website, we needed to set up two courses. One as a classroom course where students received books, plotters and other material, and the other for online students who can access Moodle and receive the same material in the mail. The secondary description for

the course should be very clear as to which course the student is signing up for - classroom or online.

The Moodle course section numbers are different from the classroom/book section numbers. This causes some confusion for students and proctors alike. Be careful to present your course itinerary clearly.

Teaching in the classroom is the best way to teach and get to know our students. I think we all agree. Our proctor recruiting is best when we have in-classroom courses and our best membership numbers result from in-classroom students' response. Students see, and hear, the proctors' enthusiasm when online but in a diminished way. When the course is online only, we get to connect with students but in a diminished way. We can see most of them but a number choose not to have their camera on. This diminishes the experience for proctors and other students alike, resulting in lower retention and recruitment numbers.

We have had success with simulcast. The North Shore Squadron will continue with simulcast for the foreseeable future. Our student numbers are higher and we are getting a really good retention of students as both proctors and members. ■

IT'S THAT TIME AGAIN! SEVEN NATIONAL AWARDS UP FOR GRABS! - by Lynda Bennett-Retei, NS, CPS-ECP National Secretary

Volunteers are the heart and soul of CPS-ECP and, as such, the Board thanks and recognizes all of our volunteers.

This year, each winner of seven National Awards and their guest will have their transportation and two nights' hotel accommodation paid by National so they can receive their awards in person at the 2022 AGM and National Conference in Toronto. We've arranged to have that done in a special ceremony on the Friday night. The winners will have the spotlight without having to compete with the rest of the conference.

The awards are Volunteer of the Year, Officer of the Year, Instructor of the Year, Electronic Course Instructor of the Year, Environmental Award, Squadron of the Year, and District of the Year. Note the submission deadline is June 30, 2022.

We are also continuing the Squadron Star Trophy for new memberships and the District Bell Award for membership renewals. And, as with the National Awards, the Membership Officer of the winning Squadron of the Star trophy will be able to travel to and stay at the national conference at no cost to him or her.

Nomination forms can be found on the CPS-ECP website at <https://www.cps-ecp.ca/> under My Member's Area, 02. Click through Our Organization, Awards and CPS-ECP Awards: Description and Applications. Nominations must be submitted to the National Secretary by email to ns@cps-ecp.org no later than the end of day June 30, 2022. ■

BEAT-THE-WINTER-BLUES SAILING IN THE BRITISH VIRGIN ISLANDS

- by Larry MacDonald, Training officer, Pender Harbour Squadron



In early February 2019, a Polar Vortex rolled across a wide swath of Canada and the northern U.S., bringing record-shattering low temperatures, sleet, snow and high winds that toppled trees and power lines, creating power outages and traffic snarls.

To borrow a line from Monty Python, "And now for something completely different."

It's 80 degrees. Just another sun shiny day in the British Virgin Islands (BVI). We're lounging on a sailboat moored in clear turquoise water with rum drinks in hand. A Tropical Vortex, if there is such a thing, would more appropriately describe the weather conditions during our week of charter sailing. Warm breezes, warm water and warm sand...all very tropical.

About 20 years ago, my wife Sandy and I chartered a sailboat in the BVIs during the summer. My article describes the advantages of chartering during the summer months - less expensive, less crowded and better weather, except for the occasional hurricane! Perhaps one slight disadvantage is that you are leaving someplace warm for someplace warm.

A winter escape was one reason for visiting the enchanting islands of Virgin Gorda, Cooper, Jost Van Dyke and Tortola, four of more than 50 nestled in the Caribbean east of Puerto Rico. Windward islands block the Atlantic swells, providing ideal sailing conditions in the Sir Francis Drake Channel, which extends the full length of the primary sailing area. We were also interested in seeing how the islands' ambiance has changed, if any, over the past 20 years.

Our sailing companions, Barry and Joan from British Columbia, had never been to the BVIs so we were looking forward to their reactions to this world-renowned sailing destination.

My intent here is to provide tips for sailors contemplating a bareboat charter in the BVIs.

For starters, getting there from Canada required three flights, including an all-nighter from Houston, Texas to San Juan, Puer-

to Rico, and finally to our destination of Beef Island in the BVIs.

- If travel time is lengthy, consider staying in a hotel near the Charter Base to recover from sleep deprivation. And do make a reservation as BVI hotels and resorts are often fully booked weeks in advance.
- Ensure that your luggage is booked through to the BVIs. Barry and Joan had booked their luggage through to Puerto Rico but they didn't have enough time to transfer it to the plane going to the BVIs.
- Ensure that your flights include layovers of at least two hours. Lineups at security checkpoints and customs are much longer and slower than they were 20 years ago.
- If you plan to snorkel, purchase a dive map at the base to locate the best snorkeling areas and, if you're nearsighted, consider bringing a mask with prescription lenses to ensure your underwater experience is crystal clear.
- Pre-order all your provisions at least a week in advance by Internet and schedule their arrival at the boat about an hour or so after your boarding time.
- Choose a reliable, well-established charter company and a boat that meets your needs.
- Consider renting a car to explore Virgin Gorda Island.
- If you plan to arrive at a popular destination after 2 pm, consider reserving a mooring ball. When you tie to a ball, pick up the loop and run two separate dock lines through it, one from each front cleat, then back to the cleat.
- Rent a Hot Spot or purchase coverage for your cell phone use for the duration of your charter.
- Make sure you either have a base tan or lather on lots of sunscreen.
- Arrive at Jost Van Dyke on a weekday if you want to see the legendary Foxy perform at his Bar in Great Harbor. This elderly, humorous entertainer is still attracting throngs of visitors
- Book at least one night at a hotel after your charter to wind down from an exhilarating week.

Larry MacDonald taught various CPS-ECP boating courses for a number of years as well as provided sailing instruction on charter boats off the coast of British Columbia. Visit Larry's website at <http://sailingaway.ca/> for an expanded version of this article as well as other articles and book reviews. ■

THE MANY MARKETS OF TORONTO AWAIT CONFERENCE ATTENDEES



Reserve your spot today at this link
<https://www.cps-ecp.ca/events/cps-ecp-national-conference-2022/>



Toronto's wealth of culture and diversity is celebrated with its culinary offerings.

The requirements for great dishes are great ingredients and great chefs. Toronto has both and you can visit some of the markets while you visit the city.

very wonderful Chinatown. Sunday, October 30 is Pedestrian Sunday.

Kensington Market is several city blocks of multicultural food, trendy vintage items and interesting shops as well as cafes known for the best French fries and sourdough bread in Toronto. A popular area for writers and artists, it's always teeming with pedestrians and visitors.

The St. Lawrence Market was named the world's best food market in 2012 by the National Geographic Society. Serving families and chefs for more than 125 years, the building, ambiance and offerings are sure to impress.

Open Tuesday to Saturday, it houses butchers, bakers, fishmongers and greengrocers. A famous snack is a roasted pea-meal bacon sandwich on a bun that you can enjoy on the wrap-around terrace. Mixed in with these vendors are artisans, souvenirs, kitchen supplies and clothing.

On Sundays, you can visit The Antique Market that is just south of the main building. It's home to vendors of vintage home décor, clothing and collectibles.

The walk to St. Lawrence Market from our conference hotel is 20 minutes or a five-minute taxi ride.

Kensington Market is a non-mainstream market behind our

If you have heard of Eataly, there is one just up Bay Street from our hotel.

Eataly originated in Torino, Italy and has more than 40 locations worldwide. It's an indoor market featuring unique and local ingredients to buy or sample in one of the cafes.

And the Distillery District is a quaint historical pedestrian market rich in history with cobblestone paths amongst repurposed distillery buildings.

Home to small breweries, distillers, artisans, bakers and more, you can take a self-guided tour or discover all that is there on your own.

As the AGM and conference date gets closer, we will bring you more news of outdoor entertainment in the Distillery District and around our hotel. Stay tuned. We can't wait to see you! ■