

THE PORTHOLE

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IN THIS ISSUE

WINDSHIFTS	32
FOUNDATION UPDATE	39



**Vision
2023**



34-35

EASING ANCHORING ANXIETY 36-38
DAVID DURWARD REMEMBERED 40

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

For some reason, the Canadian Power Squadrons Foundation flies under the radar and, frankly, I don't get it.

Maybe it's by design, maybe it's by accident, maybe it's a combination of both, but whatever it is, it's a wrong that needs to be corrected. A very good start in that direction is the foundation update in this edition of The Port Hole from its chair Larry Hicks.

The foundation is actually hiding in plain sight thanks to its excellent website at www.cpsfoundation.ca. If you haven't checked it out, I urge you do so in a bid to learn more about the foundation's considerable financial contributions to CPS-ECP over the years since its founding in 1975.

Since then, just more than \$650,000 has been provided to CPS-ECP – almost \$425,000 of that in the past five years. Managed by five directors, Hicks being one, the foundation retains and invests donated dollars and, in turn, annually funds CPS-ECP projects as determined by the directors who, in the course of their duties, consider every request as part of their deliberations.

Most recently, in February 2022, that included a \$100,000 donation to CPS-ECP's Give A Little-Help A Lot Campaign for the development and upgrade of education courses. Prior years saw tens of thousands of dollars provided for various initiatives.

For money to go out, money has to come in, and to that end, there are four avenues to give to the foundation – the CPS Foundation Honour Roll, the CPS Foundation Memorial Roll, the Affinity Pin Program, and general gifts. Full details on each means of giving are provided on the website, as well as the donation methods accepted.

While governance regulations necessitate a clear separation between the foundation and CPS-ECP, it's important that each member of our organization knows the foundation isn't

comprised of members meeting in the dark of night, their anonymity guaranteed. Quite the opposite is true.

There are nine foundation members, of which five are directors. Their bios are included on the website but suffice to say theirs are names very well known in CPS-ECP circles; a mix of past Chief Commanders, District Commanders, National Executive members and Governing Board appointees whose unwavering commitment to the ideals and objectives to CPS-ECP remains as strong as it was when they first got on board. Long story short? The foundation is in very good hands and we can rest at night knowing donations to it are being responsibly managed and, following careful consideration, are distributed to projects that will ensure CPS-ECP's long-term vitality.

I urge you to take a few minutes to familiarize yourself with the foundation by visiting its website if you haven't already. Just like when you're out on the water, it's reassuring to know there's someone at the helm who knows what he or she is doing.

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Thank you to Past Chief Commander Doreen Hinksman for her wonderful tribute to the late David Durward, a CPS-ECP life member who, having joined in 1975, rose through the ranks to serve as Chief Commander from 1999 to 2001.

While it's fitting to pay tribute to those who have been so instrumental in the success of CPS ECP, such reminiscences serve to reinforce an undeniable fact – you can have all the programs and protocols in place that you need but, when all is said and done, success lies in the people driving them. David was but one of them that CPS-ECP has been, and remains, lucky to have in its midst.

As always, your contributions to The Port Hole are always welcome. Email your articles and/or photos to paulrellinger@hotmail.com



**Vision
2023**

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Vision 2023

EXPLORE AND SO MUCH MORE AT VISION 2023 IN WINDSOR, ONTARIO

*Vision without a task is only a dream.
A task without a vision is drudgery.
But vision with a task brings a dream fulfilled.
What is your vision?*

While at Vision 2023, CPS-ECP's National Conference and Annual General Meeting set for October 17 to 22 in Windsor, Ontario, we invite your participation in our organized tours and to check out our riverfront neighbourhood.

Windsor-Essex is Canada's most southerly destination. Located on the 42nd parallel north – think Barcelona, Rome and Northern California – the region is often referred to as Canada's sun parlour or banana belt. Fun fact: Although the United States is south of Canada, Detroit is north of Windsor.

Caesars Windsor will be your home-away-from-home for Vision 2023. This 750-room luxury hotel and casino is located on the Detroit River, overlooking the Detroit skyline. Caesars Windsor features a hotel, conference facilities, gaming, four bars and lounges, six restaurants and the Colosseum, a 5,000-seat concert venue welcoming top names from the entertainment world.

Vision 2023 Tours

A Canadian Coast Guard (CCG) icebreaker – either CCGS Samuel Risley or CCGS Griffon – will be docked within a block of Caesars Windsor as part of Vision 2023. The ship can be boarded by conference registrants for tours. Don't miss this once-in-a-lifetime opportunity.

On Thursday, October 19, join us for a tour of Amherstburg (\$50 cost), one of the loveliest and most historically significant towns in Ontario. We will leave at 10 a.m. and arrive in Amherstburg by 11 a.m. The town is known for its roles in the War of 1812 and the Underground Railroad.

From historic Fort Malden and King's Navy Yard Park along the Detroit River, in view of Lake Erie, Amherstburg is a wonderful blend of historic architecture and pubs, coffee shops, restaurants and unique shops. You will have time for shopping and lunch before returning to Windsor at 4:30 p.m.



On Saturday, October 21, visit the Windsor Yacht Club and J.P. Wiser's Distillery (cost \$40). This trip departs Caesars Windsor at 1:15 p.m. and heads to the Windsor Yacht Club, where the first CPS-ECP course was taught. You'll learn about the history of the club, and experience its lovely setting and views while you enjoy a libation. The Wiser's tour will provide a historic walk-through of Hiram Walker & Sons, including several tastings of their famous whiskies, before returning to Caesars at 5 p.m. Please wear closed-toe shoes.

Your Riverfront Neighbourhood

If you enjoy walking, running or cycling along the waterfront, there are five kilometres of uninterrupted waterfront parks at your doorstep to explore, complete with beautiful gardens, monuments and playgrounds.

Toward the Ambassador Bridge, be sure to wander among the 35 large-scale contemporary sculptures sculpted by world-renowned artists at the Windsor Sculpture Park.

Also within walking distance is the Maison François Baby House at 254 Pitt Street West. This National Historic Site of Canada was a French-Canadian ribbon farm with ties to the War of 1812 when, at times, it was used as a headquarters by both the American and British forces.

Art Windsor-Essex offers two floors of constantly changing exhibitions of historical Canadian and contemporary art. The Chimczuk Museum, located at 401 Riverside Drive along with Art-Windsor-Essex, is a premier museum destination that houses permanent exhibits on the history of the Windsor area, the Original People's Culture and Legacy, and the development of The City of Windsor.

On a hot, or even a cool day, have some fun splashing in water at Adventure Bay Family Water Park, 401 Pitt Street West. The water park offers more than 35,000 square feet of wild water adventures for guests of all ages. Your downtown Windsor riverfront neighbourhood also includes a selection of restaurants, coffee shops, stores and pubs. Windsor-Essex has an excellent reputation for its wineries and craft breweries, including Craft Heads Brewing Company at 89 University Avenue West.

Conference Registration and Hotel Reservations

For further information, conference registration and tickets, visit www.vision2023windsorcps-ecp.ca

Hotel reservations at Caesars Windsor are available at the discounted rate of \$175 (Sunday through Thursday) and \$195 (Friday and Saturday) + HST and local taxes per night if booked before September 19, 2023 (subject to availability – book early). Reservations can be made by phone at 1-800-991-8888. Quote Canadian Power and Sail Squadrons group code ACP1016. Online reservations can be made at <https://www.caesars.com/book/?propCode=WCL&action=FindRooms&groupcode=ACP1016>

Photo credits to Jim Atkinson, CPS-ECP; Tourism Windsor Essex Pelee Island; and the Canadian Coast Guard. ■





EASING ANCHORING ANXIETY ROOTED IN RESPECT FOR BOTH YOUR ANCHORAGE AND YOUR ON-WATER NEIGHBOURS

– by Jeff Evans, Sarnia Power and Sail Squadron

On February 23, Ontario's Ministry of Natural Resources and Forestry posted a proposed amendment to Regulation 161/17 to the Public Lands Act. The amendment addressed perceived issues with the recent anchoring of private floating residential structures on public waterways.

Unfortunately, the amendment initially included cruising vessels with accommodations that would have severely limited Ontario boaters' access to traditional anchoring spots. Fortunately, a strong response from recreational boaters and marine operators motivated the ministry to quickly amend their proposal and confirm that the amendment would not impact a boater's ability to navigate, including reasonable mooring or anchoring.

Amongst the safety and environmental concerns that precipitated the amendment, noise pollution, aesthetic and privacy-related impacts to waterfront private property owners was addressed.

We all want to enjoy the beautiful vistas and safe harbours these anchorages provide. As someone who anchors frequently throughout the season, I am very sensitive to any potential imposition I pose to both waterfront property owners and the other boaters sharing the anchorage.

Our preferred destinations each summer while on Boldly Go are the many anchorages found throughout the North Channel and Georgian Bay. As much as we enjoy day visits to local communities, our goal is to be in a pristine anchorage that night.

Each anchorage has unique characteristics. With experience, as you enter the anchorage, you learn to read not only the physical layout but also the placement of existing boats at

anchor and cottages to best select your spot for the night. I hope that my suggestions below assist you in securing an anchorage anxiety free.

Given the relative popularity of anchorages, be prepared to have at least one alternate anchorage in mind should your preferred spot not meet your criteria. For me, those criteria are as follows:

- Is the anchorage overcrowded or is there ample space for me to join the other boats?
- Does the bottom allow for my anchor to properly set?
- Is my location clear of other boats traversing the area or water-skiers/PWCs?
- Is my boat protected from larger waves or changes in wind speed/direction?
- Do I want the boat to swing on the bow anchor or use a shoreline (or second stern anchor) to limit swinging?
- Will I impede the safe movement of boats, whether cottage owners or fellow visitors?
- Is there a public place to take my dog ashore without trespassing?
- Can we swim safely while sharing the anchorage with boaters/landowners?
- If overnight, is my boat protected from changes in the weather?
- If overnight, can I expect a tranquil sleep or is there a party brewing nearby?
- Should the anchorage meet our criteria, we then follow a few golden rules.

Boats Already At Anchor Have Priority

Often there will be boats in the anchorage when you arrive. They set the precedent as to where and how you secure your boat.



In some anchorages, like Mary Ann Cove in the North Channel, you will often find boats anchored with a stern line ashore to limit swinging which allows for more boats in the popular anchorage without crowding.

As well, there may be boats in the middle swinging on their bow anchor. Sometimes the existing boats may have an overly generous amount of rode out limiting space for others. Even so, it is your responsibility to anchor clear of the other vessels.

Mark Your Anchor

While anchoring, place a floating anchor buoy so that others know where your anchor is and can maneuver around it, or make sure their anchor/rode/boat will not snag it.

Respect The Peace

We have all experienced how sound carries while on the water. We know that an anchorage may include barking dogs, music, generators and kids playing.



Rather than frustrating your neighbours, common sense should prevail in predicting at what level and when such sound intrusions occur, especially at night when most boaters are looking for a serene sleep.

Assess Potential Spots Prior To Anchoring

We always cruise dead slow through the anchorage to select the best spot that meets my criteria above. This may take some time as we discuss what works best for us but it results in a better experience. Most important of all, don't anchor where your boat can pose a risk or imposition to those already at anchor.

Keep The Anchorage Pristine

Whether on land or in the water, we all have a responsibility to respect private property and clean up after ourselves, and our pets, when ashore.

Many public anchorages have campfire spots. Make sure your fire is properly extinguished, clean up after yourselves and bring your own firewood as deadfall should be left on the ground to support the local ecosystem.





When tying ashore, try to use existing cleats or rocks as anchors rather than trees. Your rope may abrade the bark, causing harm to the tree.

Be Prepared To Relocate

Many factors may cause you to reconsider the anchorage you are currently at. Weather conditions may change, other boaters may lessen your enjoyment, your anchor may not be holding properly and so on. In such cases, be prepared to move to another spot with the goal to have a peaceful night.

Communication Is Key

Entering an anchorage, selecting a spot and deploying your anchor typically requires a fair bit of communication between the helm and person handling the anchor.

Multiple anchoring attempts may often occur when the spot selected is not what you thought it was. Yelling at each other to overcome noise and frustration typically makes the anchoring process go badly while entertaining your neighbours. Discuss your plan prior to anchoring and develop hand signals or use two-way walkie-talkies to communicate while anchoring. Your stress level will be less, often with improved marital relations.

Be Seen

When anchored at night, always have your anchor light on.

It allows boats moving through the anchorage after dark to see where others are moored. As well, while anchored, you will be able to see if other boats around you have shifted position.

As a courtesy to others, when approaching an anchorage at night, don't shine a spotlight directly into another boat. That is not very neighbourly.

Help Where Help Is Welcome

Be prepared to assist other boaters if it looks like they could use help getting set up. Sometimes a friendly hand can greatly improve an anchoring experience. As well, you may develop a new friend. Some boaters may wave off assistance but there's no harm in offering.

Should someone anchor in a way that puts your boat at risk, try to have a calm conversation with the skipper to limit any animosity. Most boaters, when approached respectfully, will appreciate your suggestions.

I hope these suggestions help you reduce your anchoring anxiety. I also hope to see you anchored near Boldly Go this coming season. If so, venture over and introduce yourself. Evening cocktails and a new friendship may very well ensue. ■



THE CANADIAN POWER SQUADRONS FOUNDATION REMAINS TRUE TO ITS STATED GOALS AND OBJECTIVES

- by Larry Hicks, AP, CPS Foundation Chair

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Other than postings on the Canadian Power Squadrons Foundation's website and a brief report provided attendees of the 2022 CPS-ECP AGM, it has been a while since the foundation provided a status report and concise update on current activities.

In the interest of keeping communication lines open and making sure that all members of CPS-ECP are aware of the foundation's current status and activities and availability to still accept donations, the membership of the foundation thought it timely to provide a convenient, direct and readily accessible update here.

First, though, a brief review of the history of the Canadian Power Squadrons Foundation.

At an April 3, 1973 CPS governing board meeting, an initial proposal and concept was provided by the national treasurer for a "Memorial and Gifts Foundation for Education" to be administered by five CPS members.

This concept was refined and, on November 5, 1975, Letters Patent were issued for Canadian Power Squadrons Foundation with the stated objectives bring "to provide training and study courses and facilities in the field of boating seamanship, piloting, navigation and safe handling of boats of all kinds; to extend support to the activities of Canadian Power Squadrons; and to do all such things as are incidental or conducive to the attainment of the above objects."

On June 26, 2014, the foundation received a Certificate of Continuance with the stated purpose unchanged, with the exception of the change of reference to the name of Canadian Power Squadrons to Canadian Power and Sail Squadrons.

Since inception, distributions from the foundation to CPS-ECP have totalled \$659,000, of which \$424,000 has been provided over the past five years. This has been possible thanks to your generous donations.

Bringing things up to date, the foundation's website – www.cpsfoundation.ca – has been overhauled, including a revision in the presentation of the electronic versions of

the Memorial and Honour Roll Program logs. Website access is easy and well worthy of a personal tour.

In 2022, the foundation's membership increased from seven to nine of which five are directors. Members elect directors for terms of five years. Information on each member can be found on the foundation website's Members page.

When the request to squadrons and districts to donate to the CPS-ECP "Give a Little – Help a Lot" program was initiated, the foundation provided an unsolicited \$100,000 donation. These funds were designated for the use of the national educational department for course development and upgrades.

Also in 2022, the foundation cleared the way for accepting donations via e-transfer. This makes the donation process easier and faster by removing reliance on mailing cheques and documentation. Full instructions can also be found on the website. But, of course, donations can still be made by mailing cheques and donation forms to CPS-ECP national office.

The Canadian Power Squadrons Foundation remains committed to assisting CPS-ECP and appreciates your continued support.

Details of the existing programs of the foundation – the Memorial and Gift Fund, and Honour Roll and Affinity Pin programs – along with funding guidelines, such as the fact that donations are retained to help grow invested capital to then produce the returns used for qualifying grants, are also explained further on the foundation website. Please feel free to reach out to any of the foundation's directors for more information.

Larry Hicks was drawn to CPS after surviving the then 16-week entry-level course in 1975 and is a part of the Tillsonburg Squadron educational team to this day, with 45 merit marks to his credit in 2020. He has been Tillsonburg Squadron Commander and District Commander for Western Ontario District, and served since 2007 as a director with the CPS Foundation under the guidance of John Hinksman. ■



REMEMBERING DAVID DURWARD

– by P/C/C Doreen Hinksman

David A. Durward, a dear friend and colleague, passed away March 29th, 2023 at the age of 86.

Our deepest sympathies to his wife Cynthia, his son Andrew, his daughter Jennifer and the extended family. David will always have a place in our hearts.

An electrical engineer by profession, David had a true mechanical mind known to his family and to many friends as Mr. Fix-It. He always had some project or another going. David was also a skilled woodworker who built many boats over the years. His ambition was to build a steam-powered boat, which sadly remains a dream.

David was born in Dundee, Scotland where a life-long love of the water began at a very early age. He was just a teenager when he joined a boating club and began racing in single and double sculls. David also loved sailing, his first real boat being an 18-foot skiff with four oars, a mast and a sail made from flour bags. He built a trailer for the boat and towed it behind his bike to the club every chance he could.

David later joined the Royal Naval Volunteer Reserve and saw service minesweeping the Norwegian approaches before emigrating to Ontario. Once there, he built an Enterprise sailing dinghy and, with some friends, established a sailing club on the Upper Niagara River.

Although he returned to Scotland a few times, David made his long-term home in Niagara Falls, where he married and

raised his family. More boats followed. The yawl Lysander, which had several iterations, was his final boat.

David joined CPS-ECP in 1975 and was a life member, taking all of our courses through to SN. What may seem surprising because he had such a mechanical skill set is that David was also an accomplished artist. CPS-ECP was the benefactor of David's artistic talents, which he gave unstintingly to us. David did the illustrations for many of our textbooks, and was a member of the training aids, publications and graphics committees over several years. He also designed the CPS-ECP Christmas cards, many of which showcased his sailboat Lysander, decorated for the season.

David also served on educational department committees as well as took on the administrative duties of DTO, DC, ANTO and National Educational Officer, known then as Training Officer. David served as our Chief Commander from 1999 to 2001.

A gifted teacher, David instructed many courses and was an active member of Fort Erie Squadron, Niagara District, until health issues overtook him.

David was a member of both the Dalhousie Yacht Club and the Wormit Boating Club on the Tay Estuary in Scotland where a flag was lowered to half-mast in his honour. A rainbow appeared in the sky at that moment – a fitting tribute to our friend. ■





VHF RADIO VERSUS CELL PHONE

– by John Gullick, CPS-ECP Manager of Special Programs

Quite often I get asked about the value of VHF marine band radios as a means of communication versus a cell phone.

The answer to that is quite simple. With a VHF radio you have a means of direct contact with a Coast Guard Search and Rescue Center. Your distress message will also be picked up by other vessels of convenience who may be in a position to provide assistance close at hand.

The problem with a cell phone is related to how often we call someone and all we get at the other end is: “We are unavailable right now, please leave a message.” What good is that if you need assistance right away? For a cell phone you also require active cell service at your location.

All new VHF radios, both fixed mount and hand-held, are now equipped with an automatic Digital Selective Calling (DSC) system. I often receive questions about the use of the VHF maritime radio and specifically DSC so I am going to do a brief Q and A on a few of those questions.

Q – Will the Canadian Coast Guard (CCG) continue to monitor channel 16 (Mid Frequency (MF) 2182 kHz)?

A – Canadian Coast Guard currently have no plans to discontinue this service. In 2014, I contacted CCG HQ on the issue of monitoring Channel 16 and was advised as follows: “Canadian Coast Guard continues to monitor Channel 16 and has no plans to discontinue this service. If they do visit it in the future, it would demand public consultation.”

Q – How do I activate the Digital Selective Calling (DSC) feature in my VHF maritime radio?

A – Contact a regional Industry Canada Spectrum Management office and get a Maritime Mobile Service Identity (MMSI) number and then follow the DSC set up instructions in the radio’s Owner’s Manual. DSC cannot be activated without a MMSI number.

Q – Can I use the DSC feature for routine calling?

A – In addition to the automatic distress-alerting feature of VHF-DSC radios, the initial contact with another vessel, a “routine” call is made digitally on channel 70. The channel for voice communication is indicated utilizing the

vessel MMSI in a manner similar to that of a pager. Another vessel’s radio is digitally contacted and advised to go to a specific channel for voice communications.

Q – How can I find out which VHF channels to use for voice communication in my cruising area?

A – In the CPS-ECP Maritime Radio Course student’s notes and the Maritime Radio Course Module Two student’s notes you will find a copy of Industry Canada’s RIC 13 as Appendix 1, Table of Transmitting Frequencies for the VHF band 156 -174 MHz in the Maritime Mobile Service. This chart clearly identifies each of the channels 01 to 88, their areas of operation, the types of service and the types of traffic that can use the various channels. You can also go to the Industry Canada Spectrum Management web site and search RIC 13 for this chart.

Summary:

The DSC radio automatically, silently and continuously maintains a listening watch on the appropriate DSC channel, VHF channel 70.

DSC capabilities are not limited to emergencies. “All Ships”, Urgency and Safety alerts may also be received and sent to or from CCG Coast Stations and to establish routine contact with other DSC equipped vessels and coast stations directly without having to use the voice calling/distress channels.

One final note. Anyone operating a VHF radio, equipped with DSC or not, must have a Restricted Operators Certificate (Maritime) (ROC(M)). This program is managed exclusively for Innovation, Science and Economic Development Canada (IC) by Canadian Power and Sail Squadrons. Register for a Maritime Radio course at: www.boatingcourses.ca

Video Summary: John Gullick from the Canadian Power and Sail Squadrons tells Canadian Yachting magazine editor Andy Adams about DSC, VHF radios and the Power Squadron courses.

Watch the video here: <https://youtu.be/cMUvDqu2Xlk> ■



Flare Disposal Program Cancellation

—By John Gullick, Manager of Special Programs

We have heard from Transport Canada's Boating Safety Contribution Program that our 2023-25 proposal for continued funding of the Safety and Flare Disposal Program has not been approved.

While CIL Orion and we at CPS-ECP remain committed to the program, without the funding support from Transport Canada we have had to cancel the program. The result is all events that have been or are being planned for 2023 will no longer take place.

It's our intention to re-apply for funding for the 2024 to 2026 seasons but, at this point, there is nothing to suggest that future funding requests will be approved.

We sincerely thank CIL Orion for their support over the years. Without that support this program would never have been possible. ■