

THE PORT HOLE

FALL 2016

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Photo: Vanessa Schmidt
Mazinaw Lake, ON



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

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

WINDSHIFTS



R. John Garside, AP, Editor-in-Chief
Prince Edward Power and Sail Squadron

Vancouver is considered by many to be the soft water capital of Canada, at least on the West Coast. The opportunity to travel out to this part of the country is not to be taken lightly and once you are here it is essential that you take in as much of the scenery, food, friends and boating as you possibly can. This is my fourth visit to the city and I am always impressed as I walk along the docks and through the marinas at how attracted people are to the water. “It never gets hard here!” explained a recent retiree and “That’s why I moved all the way from Toronto to enjoy my lifelong pastime, boating, and here I can boat 365 days of the year!” So it is with great anticipation that I once again find myself in Vancouver and continue my West Coast experience.

Wanting to bring a complete picture to our membership I was also most fortunate to interview a Squadron Commander from the West Coast whose Squadron was in distress and report on that outcome and their future rebuilding operations. Succession planning and populating the Bridge is a big concern that many Squadron Commanders continue to share with me.

In keeping with my promise to interview a National Officer in each issue, I had the delight to have a very good chat with our National Education Officer, who assured me that all is well and great progress is being made in his department.

Which brings me to my next point, this issue has a complete listing of all the courses that CPS-ECP has to offer. I noticed that when I spoke to many of my fellow CPS-ECP Members they did not always know what the new names of the courses were, or exactly what was included now in the newer ones. Now as we all know we can go “online” to find out but I thought it would be even better to have it in print not only for all our own Members to see but also for all our readers as well. It may just persuade a few of them to take one of our courses!

Also included in this edition is an article of fiction by Gary Clow *A Cruise to Remember*. I first came across this article in the Pacific Mainland District newsletter and was taken in, hook, line and sinker! Do enjoy the read but remember to read right up to the very end.

Though the summer reading period is now behind us I

still have a few more books to recommend and they could make interesting gifts for you and your boating friends. This issue presents three new *Recent Reads*. The first is the story of the building of the Suez Canal and all the politics and engineering obstacles that had to be surmounted with 19th century ingenuity. The second book *Once Upon a Line* is a fascinating historical look at the course of naval warfare and logistics during the Napoleonic wars.

My interest in older volumes continues and I have three suggested reads here as well. One is well known, the other two not so. The lesser known ones are all about orphans and their challenges growing up in a new environment. One takes place in an early 1900 outport in Newfoundland while the other shows the challenges of a Canadian orphan growing up in an upper class English manor house in the early 1900s.

And my ongoing saga of a youngster experiencing the water and boating for the first time continues as well with *Beyond the Dock*. Enjoy the article and do let me know what you think.

So do you have a story to tell? Has your Squadron done something of interest?

If so, do send me your stories and information and look for them in the winter edition of The Port Hole. The deadline for submissions is **November 4, 2016**. Send your articles and photos to: theporthole@cps-ecp.ca



Comments from Robert Pepin, AP, Chief Commander

It is the Chief Commander's responsibility to approve Merit Mark submissions. Having the opportunity to read what and how much was done by each recommended member provides a privileged view on the fabulous dedication from each one of you. In 2015, there were 2000 volunteers who devoted 150,000 hours to CPS-ECP.

On May 9th, the Board of Directors approved the operating budget that becomes effective on July 1st, 2016, and times are still very challenging. We now have a new bilingual person at the National Office for providing service to our members and the approved budget allows for the addition of an Information Technology specialist to provide support to members, officers and staff.

This summer, a number of volunteers have successfully been active in two major activities, the Recreational Vessel Courtesy Check program and the Safety Equipment Education and Flare Disposal Days. These are marvellous occasions for meeting with boaters of all kinds, informing them of where CPS-ECP is active, and telling them about courses offered by Squadrons.

Why a Squadron Membership Officer

Sarah-Jane Raine, S, National Administrative Officer

Does your Squadron have a Membership Officer? If not, why not?

This is an important Officer on your Executive. The National Membership Committee has been forwarding to each Squadron Commander a list of lapsed members. The idea is for you to personally contact these lapsed members, to encourage them to rejoin CPS-ECP. Has your Squadron been doing this? I can tell you from personal experience being the Membership Officer of my Squadron, calling and chatting with that lapsed member you will get some of them to send in their membership fees. This retains members for your Squadron, which in turn assists the organization at all levels. It also gives you an opportunity to promote any courses or socials that your Squadron may be offering and also to advise them of the member's benefits that National offers to all members. Some have just put it aside and forgotten about it, so a reminder is all that they need.

Optional course offering

Don Griffin, AP, National Educational Officer

The Educational Department hopes that everyone had an enjoyable and safe boating season in 2016.

Going forward, it is important for CPS-ECP to remain relevant by delivering boating courses that our customers/members find useful and meaningful as well as present them in a manner that they want. The CPS-ECP Educational Department is working to provide Squadrons with flexible alternatives to our boating courses that include both online components as well as in class instruction. The intent is for Squadrons to use these alternative tools effectively to help increase enrollment.

CPS-ECP needs to be innovative in how we advertise and present our courses in order to help increase student enrollment. Students/members do not join the organization or take the next course because of things that National does, they join because of the people and programs in their local area. Once we have them in the first class our Squadron instructors and proctors should explain why the next course the Squadron (or a neighbouring Squadron) is offering is just as important as the first course.

Also, Squadron personnel should explain the benefits of CPS-ECP membership. It goes without saying, getting and keeping CPS-ECP members truly engaged in learning and other activities is extremely important for our organization.

Safe boating! May your courses be full and your membership increase!

From the outside looking in

Cathie Johnstone, National Executive Officer

As the summer comes to an end and new activities get underway including Events and Courses, I invite everyone to go to their Squadron and District websites and view them with a fresh look to see if you are portraying the latest and greatest you have to offer the boating public and your members. This is their window into your front room. If your course information is from last spring and your last posting is advertising an outdated event or the contact information is not up to date, anyone going there is not seeing what you really have to offer. Please coordinate with your webmaster

Continued on page 54



Canadian Power and Sail Squadrons

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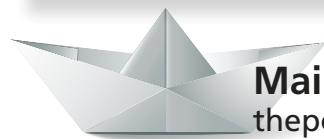
and make an extra effort to do the cleanup that you may have been putting off for a rainy day. The next rainy day may bring people to your website and you want to have current information and make it inviting for them to look further. We have made membership easier to attain and it's up to you to show the boaters in your area that you have fun in addition to offering boating education. So throw out the stuffy and bring on the fun. Who wouldn't want to be a part of the fun crowd?

Member Benefits

Members of Canadian Power and Sail Squadrons learn about safe boating, have a great time together and enjoy the waters. But membership offers so much more! CPS-ECP Membership also includes a comprehensive package of great member benefits.

For more details and how to take advantage of the benefits offered by our member benefits sponsors and partners, please visit the Member's Benefits section please visit the Member Services / Member Benefits (Detailed) section for a complete list at: www.cps-ecp.ca. Here are three feature benefits:

	<p>Steveston Marine and Hardware Steveston Marine provides an 8% discount to CPS-ECP Members on all online and in-store products, excluding sale items. For all discounted purchases made by a CPS-ECP member, an additional 2% rebate will be sent to the member's Squadron.</p>
	<p>ICOM Marine Radio Rebates ICOM Canada is the sponsor of the annual Electronic Instructor of the Year Awards, and they offer an instant rebate to all members of CPS-ECP on select products. These discounts are available at any participating ICOM Authorized Marine Dealer across Canada.</p>
	<p>Weems & Plath Weems & Plath is the proud sponsor of the Instructor of the Year Awards and offers all CPS-ECP members an exclusive 25% discount on Weems & Plath products ordered directly online only. Look for your promo code in the Members section at www.cps-ecp.ca.</p>



Mail Call
theporthole@cps-ecp.ca

Dear Editor:
Regarding New Procedures for Small Boat Reporting Beginning 2016 on page 55 of the Spring issue is misleading for Great Lakes Cruising. I spoke to CBP for Northern New York, Buffalo Yacht Club Site and reporting procedures have not changed.

I also called the office in Puget Sound. There is confusion here in that one of the forms pertains to freighters/commercial vessels.

Essentially, CBP reporting depends on the US port of entry.

Robert Noble



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John Gullick, AP
Manager, Government and Special Programs

Q: Why dispose of flares when they are more than 4 years old? I have even had a coast guard member tell me that if they have been well kept, which they should, keep them to augment the up to date ones that you acquire.

A: We do suggest in our training that people keep one or two sets of outdated flares as backup and to use them first in an emergency. However flares do tend to become less reliable as they age and at some point you do have to find a way to dispose of them. We are seeing flares being turned in that are well over 50 years old and some are in pretty bad shape. Outdated flares should be kept in a cool DRY place and I don't recommend keeping them longer than 10 years past their expiry date. Our friends in the US tend to have far more problems with outdated flares due to the warmer climate in most places.

Q: Other than the Safety Requirements outlined in the Safe Boating Guide, are there other or extra safety equipment that is recommended by the CPS-ECP to have on board? Say for boats 26' or above.
Your advice would be appreciated!

A: Here are a few good items:

- Binoculars
- Portable GPS and VHF radio – spare batteries
- First Aid Kit – basic supplies, scissors, tweezers, sun screen
- Rail clips – the boating version of clothes pins
- Extra set of clothing and rain gear
- Multi tool
- Spare spark plugs and small tool kit
- Cork plugs
- Small tarpaulin and duct tape
- Extra lines and fenders

- SOS flag – orange, black ball and square
- Emergency reflector mirror – an old CD works really well
- Spare anchor and rode
- Man overboard pole
- Extra bottles of drinking water
- You can make up a “Grab and Go” bag with basic emergency supplies in case you have to abandon the vessel in an emergency

Just reviewing this list will probably get you thinking about other useful items.

Q: When I bought my new boat back in 2007, on my behalf the dealer applied for and provided me with the vessel license. I duly applied the requisite decals on the port and starboard hand at the bow in the required manner. However, he didn't give me a paper copy of the licence. Because you tell us that a paper copy is required to be on hand aboard, please advise me on the procedure to obtain this document.

A: I am really surprised that the dealer did not give you an original. You might want to contact them and ask if they have a copy in their files.

You can also go to www.tc.gc.ca, click on Marine, click on Marine Safety and then click on Pleasure Craft License. There you will find all the info you need and a copy of the application form that you can email to them. You will be asking for a replacement of the paper document but you will still need to provide a copy of the bill of sale, a copy of a piece of photo ID and a full side shot photo of the boat that clearly shows the license number. There is no charge.

Do you have a question for John? Send it to: theporthole@cps-ecp.ca



Photo: Vanessa Schmidt

Bradley Schmidt
Markham Agincourt Power and Sail Squadron

Regular readers of this column will recall that on a cold day in January, at the Toronto Boat Show, I signed the paperwork to purchase a brand new Evinrude ETEC 75 to repower my 16' Spectrum bowrider. A few weeks later I dropped the boat off and waited patiently for spring to arrive. I picked the boat up on a cold, rainy day in May and have nothing but positive things to report!

It was through a series of happy coincidences that my local cottage country marina, Smart's Marina on Lake Mazinaw in the Land'O'Lakes, had a new, non-current example of the exact motor I had researched and dreamt of for my boat on display in their showroom. I can't write a review of the new motor without commenting that the whole experience from the first discussion last summer to the signing at the boat show, to the day I picked up the boat, not to mention the regular emails and updates, was nothing short of amazing. I am so happy I chose to "buy local." Steve, Pauline, and James Smart run a great business and I would recommend them to anyone. They are a full service marina close to Bon Echo Provincial Park, offering sales, service, rentals, docking, and fuel. You can look them up yourself at: <http://www.smartsmarina.com/>.

As delivery day approached I found myself getting very excited and asking myself a lot of questions. How would the installation look? Would the new motor look out of place on my 1990s boat? Would the new controls and gauges be installed neatly? How would the performance be improved? What would the fuel consumption be like? I soon realized there was absolutely nothing to worry about. After settling in the front office with Pauline, James showed us the installation. The motor looked like it was made for our boat (one of the advantages of the ETEC is that because it is two stroke it is considerably smaller and lighter than its four stroke competition). The team at Smart's did a great installation job, with concealed side mount controls

in place of the old ones. They even cleaned up the appearance of the dashboard, with a new plastic backing so that the original gauges along with the new ETEC tach all fit very nicely.

James lent me a rain coat and put the boat in the water. He demonstrated the features and warning lights, the safety tether, then turned the key. It started instantly, stayed at fast idle for a few moments, and settled down. It is remarkably quieter than the 1990s Mercury it replaced. He backed it out of the launch area and handed the controls over to me. For a frame of reference, with two people in the boat, the old 60hp would need a full throttle application and patience to get on plane. With four people the weight would have to be distributed and fingers crossed. I could not wipe the smile off my face as I pushed the lever forward and the ETEC had the boat on plane before it was at half throttle! We did some circles on the lake and I got used to trimming the motor. We also idled the motor down to trolling speed. I learned that the ETEC can be adjusted by the dealer to idle at a range of speeds. Mine is at the factory setting, but it can be programmed to idle more slowly if needed (though this can come with a bit of vibration). We got the boat back on the trailer and James demonstrated the automatic winterization feature, where the motor can fog itself for long term storage.

Since the initial test ride I've had the boat out a few times, even with a full load of passengers. The motor is perfectly suited to the boat. I have yet to pull a tube, but I imagine it will do just fine. We have gained over 10 mph on the top end as well but for me the biggest takeaways are the drastically improved hole shot, the ability to cruise at our old top speed at only 3000 rpm, the reduced fuel consumption vs the old motor, and the fact that it is quiet enough we can now carry on a conversation underway. I love this motor!



Promoting Safe Boating in a Parade

R. John Garside *AP*

In the month of November and the first few weeks of December many communities across Canada stage a local Christmas parade. Being from Toronto I was familiar with the big parade put on by the Eaton's Department Store chain which featured lots of big floats, and bands and took place on a mid-November weekend during the daytime. It was considered to be "the" Santa Claus parade of the season, and everything else was just less.

However, now that I live in the small town of Picton in Prince Edward County I have found out that there is another Santa Claus parade, not as large of course, but in many ways much better. Each year on the last Friday of November the small neighbouring village of Bloomfield puts on its own parade. And it is most unique! First of all you can only enter it if you are a local, and it happens at night! This results in all of the floats being made locally, and manned by the local population, and being at night, there are lots and lots of lights!

This local Prince Edward County tradition has been carried on for many years and during this time the local Squadron, Prince Edward, has always participated in the parade using a well decorated towed boat as its float. This year was no exception. So being a member of the Squadron's Bridge I too got to participate, and this year joined in the parade festivities.

Our Membership Officer Dave Kleinsteuber is the current custodian of the vessel we use and early in November the plans are laid for the upcoming parade. The first

thing Dave has to do is to pump out all the water in the boat as the one we currently use is a long retired unit that is only used for the parade and has not been in the water for many, many years. Once all the water is pumped out the boat is then carefully placed on Dave's sturdy twin axle trailer and secured. Now being an old cuddy cabin sailboat has lots of advantages for us as there is a convenient spot to sit while the boat moves along the parade route, and the mast and spars allow for lots of lights, flags, and advertising banners to be displayed promoting safe boating to the passing crowds.

This year on the Wednesday before the parade our new Squadron Commander Michael Pothier, Dave Kleinsteuber, and I gathered at Dave's farm and began the decorating part of the job. About twenty years ago the previous farm owners planted several acres of what they thought was a Christmas Tree farm. Over the years the trees grew but no one bothered trimming them or thinning them so this small entanglement of conifer trees became the primary source for the lower part of our float's decoration. With a chain saw in hand Dave carefully cut us a supply of conifer boughs which we then loaded onto his trusty farm truck and proceeded to use to fill in the gaps around the trailer's bed and the boat's keel. When we were finished the boat certainly looked like it was floating on a sea of green!

With that part of the job done the next step was the positioning of the various signs and banners we have to promote safe boating to the public. These are carefully displayed from the outside walls of the cabin and lashed to the rigging. Then the real challenge came,

installing the over 1,000 lights that provide the "punch"! Each year a few more strings of lights are added and before the adornment can take place each set of lights has to be checked and then strung out in a nice straight line. The placement of the lights is critical as we do want to be seen, but we also want our message to get across, so Dave is the expert in the light deployment and after about an hour or so everything is in place and ready to be tested. The lights we use are the usual outdoor Christmas lights so we need a reliable 120 volt supply. This is where a good generator is very handy. This year Dave's was okay but not 100% so we decided that having the lights flashing off and on during the parade was not a good option so another generator was borrowed on the day we made our way to the parade!

Soon the Friday evening arrived and being the operator of the borrowed tow vehicle I insisted that we set off in lots of time for the 7:30 p.m. parade start time. So off we went, with a well-lit up boat in tow and moving at a sedate 20 kph we arrived at the staging area of the parade. For the next thirty minutes or so we all checked out not only our own beautiful float but some of the others as well. Then exactly at 7:30 p.m. the local police car siren sounded and the annual Bloomfield Christmas Parade moved out! The pace was not fast, just a walk, and over the next hour or so our float moved through the town glowing away and at the same time promoting safe boating to the hundreds of people standing on the street corners. It was most entertaining and lots of fun too!

Searching for Shipwrecks

Part One



R. John Garside, AP, Editor-in-Chief
Prince Edward Power and Sail Squadron

Not all shipwrecks are found at sea, and to find one is not always easy. So it was to be in the second year of my stay at a remote fishing camp on Lake Nipissing in Ontario. The previous year my wife Ann and I had travelled to the camp by boat to be with her sister's family and to have an interesting one week vacation. For most of the camp's attendees this was all about the fishing and having some good family time, as the camp had a wonderful secluded sand beach and was in the midst of some of the very best fishing grounds in Ontario.

Though I have fished, my interest was more in the boats that came with the camp. They were all locally made at the Giesler Boatworks and were just over eighteen feet long and made of local wood. These cedar strip units made excellent fishing boats as they were tough, stable and powered with a thrifty ten or fifteen horse outboard motor. The camp's owner Cliff spoke very highly of the boats and had over a dozen of them. One day while chatting about the lake Cliff mentioned that though the lake was not huge there were some very interesting parts to it, along with a few shipwrecks!

THE PORT HOLE

One in particular he mentioned was very well known and not that far away. He mentioned that he had seen it several years ago and it was still above the water. I was more than just curious. So over the next hour or so Cliff filled me in on the storied history of the lake and the wreck. Cliff mentioned that in the late 1940s the Labatt family had a summer camp on the south shore of the lake and being so remote it was only accessible by boat. To ensure that they and their guests could always come and go at will the family had a rather unique vessel built in the Caribbean which was then shipped to Canada. This vessel was unique in many ways, one of which was being made of tropical wood! The vessel became well known and served the family for many years. However, the family eventually gave up the camp and the boat was sold.

Cliff then went on to explain that Nipissing has always been a great destination for vacationers and the very best locations are accessible only by water. This situation made for some interesting local business types to either build or buy boats to service this seasonal need. One such local person was Cliff Shwackhammer. He ended up as the owner of the Labatt boat and used it very successfully in servicing the Lake Nipissing vacation trade. The 47 foot vessel was



very sturdy, seaworthy and as it had a very shallow draft it was able to access many of the more remote sites on the lake. By the mid 1970s Lake Nipissing was becoming very well known not only for its fishing but also for its big game hunting and large numbers of Americans began travelling north to participate in the fall animal hunts. Shwackhammer welcomed the business and provided transport not only by water to the hunters but also by land! By using the new multi-wheeled Canadian Argo machines he could now move more people and bring in supplies to many of the hunting camps that were located away from the water's edge. Life was good and business was booming.

However, in the fall of 1977 on a return trip from one of the more remote camps Shwackhammer suffered a heart attack and died on the trail, and his boat, now without a captain or owner, froze in water and sank to the bottom the following spring. The boat had been left tied up to the shore in some very shallow water so when it finally touched bottom, most of the vessel was still out of the water! There the vessel sat for all to come and see, if you could find it.

So the next year with my local charts in hand I set off to find the wreck. Now the local chart was full of information but the infamous "wreck" symbol was not to be seen!

Armed with the chart and some more information from Cliff I set out to find my first real shipwreck. The trip was not all that long but after about an hour of travel I entered the mouth of Meadow Bay and there to the south was a small white dot. The wreck! Carefully navigating into the bay I made my way to the site and soon found myself face to face with history. The vessel was leaning over on its starboard side and looking not at all like a derelict, but it seemed to have a very satisfied look about it. I spent the better part of an hour photographing it and was even able to touch it!

The most amazing thing is that though made of wood, the vessel is in such wonderful repair. This is no doubt because the framing and the hull planking are all made of the rot resistant tropical wood. So now each year when I return to Lake Nipissing I always make sure that one of my boating trips is to check up on the my very first wreck. It is still there and seems to be just waiting for me.

Interviewing National Officer Don Griffin

“We need to move into the online world” by R. John Garside [AP](#)



In this issue I decided that I would like to have an educational slant, so the obvious person to speak to at the National level was Don Griffin our National Educational Officer. Don has been a long time member of CPS-ECP and it all began way back in the fall of 1976. That summer he and his wife Rosemary purchased their first boat, a Tanzer 22 which was made in Ontario. Owning a boat also led to the discussion on “How do we go about this boating thing?”. Don admits that at the time he knew nothing about boating so he and Rosemary enrolled in the 1976 Fall Boating Course put on by the local Capilano Squadron. Both graduated the following spring and took to the water in earnest.

Residing in Vancouver does allow for a lot of interesting boating and Don and his family travelled about the area exploring many of the sites such as Puget Sound, Desolation Sound, many of the local Gulf Islands and even ventured into the waters of Washington State to the south at times. The vessel was well loved but after fourteen years they decided to sell as their growing family was now getting to be a difficult fit. Instead, a tent trailer became the vacation tool and many parts of Western Canada and the United States were explored over the next few years. However, like most families

the children became young adults and moved on and so did vacation plans. This led to their next boat purchase, a Beneteau 310, in 2005. With a larger boat and a bit more comfort the next few years saw many trips ranging from Olympia in Washington State in the south up to Powell River in the north. It was most rewarding and now that Don was retired from his work with BC Rail longer trips could be planned.

After graduating from the Capilano Squadron’s Boating Course in 1977 Don opted to become a member of the Squadron “as it was just the right thing to do”. Once a member he was then asked to help in the proctoring of the Boating Course which he gladly did. This led to more involvement with the Squadron and in 1981 he joined the Squadron’s Bridge as an Assistant Training Officer. For Don this was a logical extension of his talents, as in his position in BC Rail he was also involved in the training of personnel in the Track Operations part of the company. This entailed the development of student notes and making sure that everyone was operating in a safe and secure way through the ongoing training program at BC Rail. Don commented that, “It was a good fit with what I do”, and working with the Squadron’s Training Department was very enjoyable.

For Don one of the greatest advantages of working at the Squadron level is all the wonderful friendships that have happened over the last forty years. As Don continued to serve on the Bridge his responsibilities also increased and he soon found himself the Training Officer and then the Executive Officer which eventually led to him becoming the Commander. This, of course, led to his exposure to the next level of CPS-ECP which was the District and Don happily became an Assistant District Training Officer. Over the next few years Don took on more responsibility and became the

District Training Officer and eventually the District Commander. Today, Don, although our National Educational Officer, still finds time to be involved at his local Squadron and is the current Vancouver Island North District Liaison.

When I asked Don when he felt drawn to serve at the National Level he said he was “not sure that I was ever drawn, but went there by default when I became the District Commander.” Then after stepping down as District Commander he was approached to be a General Director, which he agreed to. During his time as a General Director he became involved with the external market survey that CPS-ECP was conducting at the time. There were three Directors involved in conducting the survey and one summer Don found himself the main contact. It was during this time that Don said to himself, “I could see there could be change, and I could do something about it.”

One of the things the survey revealed was that there always seemed to be a great deal of inertia in CPS-ECP and things always took a great deal of time to happen or change. Don felt, “Inertia can be overcome” and “We should act on it”, and for this to happen, the way we work has to change. In the spring of 2014 our then Chief Commander Joe Gatfield asked Don to take over as the National Educational Officer. Don’s thoughts at the time were “that this was my opportunity to have a meaningful impact on the future of CPS-ECP. And if I chose not to accept the position then I would have to go back to the Squadron level and accept whatever came down from above. I therefore accepted the nomination.”

To overcome this inertia that CPS-ECP has become burdened with Don has introduced new ways of motivation, the key he said was “to drive people with targets and realistic timetables. You have to have good team management as well

and along with that, accountability. And in the end we can do things faster!”

When I asked Don about the direction CPS-ECP is heading he replied, “Good question, without a good answer. From an educational perspective I think that we need to move into the online world. We currently survive on revenue from courses and from membership, which are both declining. We may eventually reach a sustainable level of both, but it will be as a smaller organization. We must develop the outreach side of the Educational Department to get to the people that we are not reaching today. The world is

changing and we need to change with it.” To this end Don expressed a desire that CPS-ECP move into a different form of course delivery than the current classroom approach that has been followed for many years. Instead of the classroom only option we have to offer our courses online and embrace blended learning as well, where there is the opportunity for both online learning and classroom time for the students.

Don certainly feels that we can change as an organization, time and the new Strategic Plan he feels will address some of these challenges. I then asked him what his vision for CPS-ECP was and

he stated, “My vision is to continue to move the Educational Department forward and try to make sure that we are moving in a direction that will result in more students and therefore more Members. Online education will become more important as we move into the future, however, it is up to the current Educational Department to set the foundation so that we can move into the future with confidence.”

Squadron Commander Interview Alouette – Richard Robinson



Squadron: Alouette Power and Sail Squadron

Location: Maple Ridge, BC

Squadron Commander: Richard Robinson

Warrant Issued: 1957

Membership: 104

Life Members: 4

Newsletter: The Hailer

This interview was the result of an email that came into my letterbox on April 13, 2016. The opening line read, “It is with profound regret and disappointment that I have to share this unfortunate announcement with our followers. After loyally serving Pitt Meadows, Maple Ridge and Mission for 60 years, the Alouette Power and Sail Squadron is likely going to cease operations this summer due to a lack of willing volunteers to

assist us with organizing and conducting our activities.” In the next paragraph the message ended with, “If we are unable to fill the vast majority of these volunteer positions at the AGM, we will apply to the Canadian Power and Sail Squadron this summer to de-certify our group.” I re-read the email and immediately thought that this would be an excellent time to reach out to a Squadron in difficulty and share their story with our CPS-ECP membership.

I immediately contacted their Commander, Richard Robinson and arranged for an interview. In the above mentioned email the Annual General Meeting (AGM) of the Squadron was set for Friday May 13 at the Ridge Meadows Activity Centre so a week later I phoned Richard and had a most informative chat.

Richard began his association with CPS-ECP in 2007 as he needed to get his PCOC card, and as well, wanted to ensure the safety of his children while they were out boating on the local pristine waters. Alouette is Richard’s home Squadron and in 2009 he took on the task of putting out their newsletter *The Hailer*. This was a very good fit as Richard was a very busy person and this used this job used his

social media and IT skills. Each issue was carefully crafted to reach out to the younger generation and with the support of the long standing members the readership grew, “The veterans trusted me and let me run with it!”.

Several years later in the spring of 2014 Richard took the big step and became the Commander. Being part of the Squadron has provided Richard “an opportunity to give back to the community, and connect with all the great members”. His first contact with the members was in the classroom while taking his PCOC course and he found the instructors “fantastic” and found one of the great benefits were the personal stories that were shared about the local boating environment. “It is one thing to be taught, but it went exponentially further with the input of their personal knowledge. It was a great course, and I learned so much!”

However, now being the Squadron Commander, Richard was in charge of the “ship” and while looking back on the previous ad campaigns it was quite obvious that the spending of “thousands of dollars in print ads and getting a minimal return was not the way to go. So with my social media approach the cost was one tenth and generated twice

Continued from page 61

Squadron Commander Interview

the number of students! It was definitely a win-win situation.” One of the most popular courses for the Alouette Squadron is the current CPS-ECP Radio course. There is a strong demand for this but Richard commented “that it is very important to take into consideration all the costs of not only the materials and the venue but also the radio card processing fees before you set your price point. We had a few surprises in the past and we don’t want a repeat.”

Richard waxed poetically about the pristine Maple Ridge boating environment as well as pointed out that the very best fishing grounds in all of Canada were to be found at its doorstep. This quality experience means that there is a large number of boaters of all types in the area and it is his “goal to market our courses to these people and embrace the whole boating community”. In an effort to reach out into the community this year the Squadron will begin doing Recreational Vessel Courtesy Checks (RVCC) and participating in a few local parades. However, social media is the favoured advertising

and information tool as this approach seems to work the best and reaches the largest audience.

The Squadron’s recent AGM was “fantastic, as four volunteers stepped forward” to fill several essential positions. Three of those who stepped up were new to the Bridge along with one veteran. Richard was very pleased and said “The Squadron will continue!”. In that light the Squadron will be busy over the next few weeks as there are several events planned including a number of cruises, pub nights and several social events. Presently the Squadron Bridge meets once a month from September through to May at various Bridge Members’ homes with most meetings taking about two hours.

This coming year the Educational Department will be offering a range of courses including PCOC, Boating 1, Boating 2, possibly Seamanship and the VHF Radio Course. Richard did comment “the names have changed so frequently recently, I don’t know what they are officially called, but we will be actively promoting them!” In

the past most of the courses attract 6 to 12 students and all the courses are taught at Maple Ridge Senior Secondary School.

When I asked about his vision for his Squadron Richard said, “I would simply like for the Squadron to survive for the year ahead. If we could thrive and grow, that would be wonderful!” In chatting with Richard I could feel his enthusiasm and concerns so I feel that all will be fine with Alouette in the upcoming months and I intend to revisit this Squadron in the future to see just how things are progressing.

So if you find yourself out on the West Coast do contact the Squadron through their website and I am sure they will tell you the very best places to go fishing! They may even take you there or at least show you the way.

Sea Salt Galley Kat's PRESSURE COOKER TOMATO PASTA WITH TUNA & CAPERS

INGREDIENTS:

2 garlic cloves, sliced
2 tbsp olive oil
15 oz can fire-roasted diced tomatoes
red wine (to fill 1/2 of tomato tin)
2 cups pasta of choice (for this I used
Orecchiette)
seasonings (oregano, dried chilis)
salt & pepper
3.5 oz can of solid tuna in vegetable oil
2 tbsp capers
grated parmesan

PREPARATION:

Set cooker on brown mode. When heated add oil and garlic and lightly sauté until fragrant. Add pasta, tomatoes and seasonings.

Fill 1/2 of the empty tomato can with red wine and top up with water, add to pot (this should be just enough to cover pasta). Set cooker for 6 minutes. Once done and pressure is released add tuna and capers gently tossing to combine.

Serve in pasta bowls. Top with some freshly shaved parmesan and extra chilis.

Perfect for two hungry sailors.



Katherine Haslam, Montreal Power and Sail Squadron

<http://www.seasaltgalleykat.com/psta/pressure-cooker-tomato-pasta-with-tuna-capers/>



A Complete CPS-ECP Course Listing

Did you know Canadian Power and Sail Squadrons (CPS-ECP) offers a series of courses in boating knowledge that build from the basic courses required by law to what you'd want to know to cross the ocean blue? Generations of volunteers have been sharing their experience on the water with new and seasoned boaters, helping them prepare for both everyday and emergency situations.

A Squadron close to you will host events, seminars and courses.

Here is a list of all our courses. Some segments and topics are often presented in seminars or even on-line. Check boatingcourses.ca for course descriptions and to find what's happening near you.

Government regulated courses

- Boating 1: Boating Basics
(Pleasure Craft Operator Card PCOC)
- PCOC for Youth
(The operator card Seminar, ages 8 – 12)
- Maritime Radio
(Restricted Operator's Certificate [Maritime])

Introductory courses

- Boating 2: Beyond the PCOC
- Boating 3: Introduction to Navigation

Advanced courses

- Boating 4 : Seamanship
- Boating 5 : Advanced Piloting
- Boating 6 : Junior Navigator
- Boating 7 : Global Navigation

Elective courses

- Electronic Navigation
- Radar for Pleasure Craft
- Boat and Engine Maintenance
- Introduction to Weather for Recreational Boaters
- Extended Cruising (Living on a Boat)
- Marine Electrical Maintenance
- Sailing



New Recent Reads Book Reviews

Reviewed by: R. John Garside, AP



The Line Upon a Wind

Author: Noel Mostert

Pages: 773

Published: 2007

Publisher: The Random House Group

ISBN: 978-0-224-06922-9

Most of you will have read at least one of Patrick O'Brian's Jack Aubrey novels or at least seen the movie "Master and Commander". The sweeping sagas of O'Brian's and the movie are all based on the world conflict that France and England engaged in from 1793 to 1815. At the heart of this conflict was the war at sea. France was anxious to bring England down and England was trying to contain the French emperor's ambitions.

This struggle resulted in some of the most fascinating naval strategies and battles, and took place all over the world. The story of the men and ships involved in this struggle are the focus of this book. The author paints a very detailed picture of life at sea not only for the privileged officer class but also of the common seaman. There is also a detailed description of the evolution of tactics and how the two countries tried to gain every advantage over the other.

Though a large book I found it a wonderful read and very well laid out. The details the author brings to light are very well presented and at the end of the book you really feel you have learned something.



Parting the Desert

Author: Zachary Karabell

Pages: 310

Published: 2003

Publisher: Alfred a. Knopf

ISBN: 0-375-40883-5

As a small child I was fascinated with maps and one of the areas that always attracted me was the Middle East. Whether it was that the atlases that I viewed were very old or the news of the day seemed to be centred on this region, but this area was most interesting, not only for all of the wonderful sounding names like "The Red Sea" but also because of the famous Suez Canal. My great grandfather sailed through this passage in the late 1800s and as a small child I remember him speaking about the heat and the sand, and how exotic it was.

So I was delighted to find a recent publication that does justice to the topic. The author carefully maps out not only all the difficulties related to this endeavour from the engineering point of view but also delves into the politics surrounding the canal and the very unusual financial arrangements that had to be made to undertake this massive project. Today the canal is still there and still in the news!

The book is very well written and has lots of interesting photographs of the people involved and the actual construction. So if you know anyone interested in canals and Middle East history this would make a very good present.



Once Upon a Flock

Author: Lauren Scheuer

Pages: 243

Published: 2013

Publisher: Atria Books

ISBN: 978-1-4516-9870-1

One of the benefits of leaving the big city of Toronto for the small town of Picton is having the opportunity to try some very new things. For myself it was chickens. Not the grocery store kind but the laying hen kind. For the last three years, each summer I have teamed up with my friend Peter who has 25 acres of land nearby and invested in eight laying hens. The eggs are wonderful but the entertainment they offer is even better! Hence when I saw this slim volume I just had to buy it. The author too has a quest for hens and ends up with just four. But that is only the beginning of her woes as four hens can get into a great deal of mischief and over time you become very attached to your flock no matter how large or small. The book is based on her real experience with her four hens as the rest of the family watches at first, but are slowly brought into the fray as well. The book is full of small interesting episodes. Even if you are not a chicken owner or know of someone who owns a chicken this book will certainly keep you entertained and provide you with lots of smiles and even some real chicken knowledge.

Readable Relics Book Reviews

Reviewed by: R. John Garside AP



Twenty Thousand Leagues Under the Sea

Author: Jules Verne
Pages: 385
First Published: 1870
Publisher: Winston 1932
ISBN: N/A

Most of you have probably seen the Walt Disney Movie (1954) version of this book and were probably quite entertained. I know I was and that led me to finding out more about the French author and his book. Over time I have actually collected several versions of the book and even a French copy! So why would anyone today want to read this book? Because it is still very entertaining and provides an interesting view into the world of Jules Verne and the 1870s.

Verne wrote only in French. Any English version you read has been translated and usually extensively edited. My versions actually vary quite a bit and the one I am featuring here is probably my favourite as it is full of wonderful descriptions of the sea life seen from the famous submarine the Nautilus. It also allows you to travel unleashed through the water with the crew to places that even today are quite remote and only visited by the brave. I quite liked the passage written about their trip to the South Pole as when Verne wrote the book the Antarctic was still a very unknown piece of real estate.

This edition of the book has a very nice glossary at the back to help with some of the terms and other language which made the book quite readable for me. And being one of the older editions on the market this volume is full of many original black and white prints and colour illustrations that are often only found in the older French editions. Once you have read the book though you can see why Disney made a movie of it, lots of action,

beautiful scenery, and a lead character that was, shall we say, quite unique. The ending, of course, is well known taking place off the coast of Norway but that is really not the end of the Nautilus or of Captain Nemo. Verne actually wrote a sequel!

So if you want a colourful and interesting read do delve into the book, but it is also a good thing to have a world atlas by your side so you can keep track of your sea journey.

A Girl from Canada

Author: Edith C. Kenyon
Pages: 284
First Published: Early 1900s
Publisher: William Clowes & Sons
ISBN: N/A

At the turn of the last century there was a vast amount of literature specifically generated to address the proper upbringing of the young working class female in the British Empire. The London Religious Tract Society specialized in books dedicated to illustrating the proper way of living in these turbulent times and this is one of their books.

It is set in the very early 1900s and concerns the upbringing of Trixie, an orphan that just happens to be a Canadian, and finds herself transported to England to be brought up by her rather rich uncle. Though the book is written for the early female teenager of 1900, what I found so interesting was the illustration of their social society and norms. Each chapter deals with the trials and tribulations that Trixie experiences in her new home but therein lies the heart of the book for me. The author takes us into the grand homes of England and paints some very interesting pictures.

The plot is rather simple but should you be interested, or one of your grandchildren be interested, in the how the grand houses of England

operated this could be a good read. My copy, though well-read, was in very good condition and had several coloured plates, also in excellent condition. It would make a most interesting Christmas present for the right person!

The Cruise of the Shining Light

Author: Norman Duncan
Pages: 344
First Published: 1907
Publisher: Henry Frowde
ISBN: N/A

I came across this book in my local small town bookstore and for a small sum I thought it would be an interesting read. In actual fact the book was not easy to read and and it opened a whole new world to me, the outposts of Newfoundland at the turn of the last century. The author, Norman Duncan actually wrote several books on Newfoundland of which this is just one, and he actually spent several summers exploring the colony so that he could provide some local accurate colour.

The book, though completely fictional, concerns the upbringing of an orphan in the remote outpost of Twist Tickle and paints a very stark picture of the local way of life. The story is told by Dannie the orphan and most of the speech reflects the local accent, and understanding the book was quite a challenge at times. However, after several chapters I began to get the gist of the speech pattern and read confidently onwards.

Now why may you ask would you want to read this book? I found it was a fascinating look into the mindset of the general population of the time. However, the biggest surprise was that the book I have and pictured above is not only a first edition, but it was evident that I am the first person to turn its pages and read it!



A Cruise to Remember

Gary Clow, P
Valley Power and Sail Squadron

At Thanksgiving, a few of us decided we should have one more cruise before putting our boats away for the winter. Cruise Master Tim suggested a few days in the San Juan Islands. So with November 11 a holiday for some of us, we left the docks at Blaine at first light on Friday, November 11, headed for Rosario Resort on Orcas Island. We wouldn't be alone on the water because there was a lot of naval and coast guard activity in the area, some sort of joint Canada-USA military exercise.

The day was cool and clear as we left the dock. Our group consisted of Tim and Barb on Tatika, Tony and Christina, on OH SEA DEE, Ted and Charleen on Abracadabra, and Gary and Sandra on Descanso. With one trawler and one sailboat in our group we cruised at 6 knots through still, calm seas, the early morning sun dancing on the water. On the radio Tim joked with Ted about getting through border security with an Afghan hidden on board, referring to Flame, their beautiful Afghan dog. Ted replied that he was sure the Afghan would be a little mischievous during the next few days.

Our route to Rosario Resort took us south toward Lumi Island, past Lawrence Point on Orcas, west through Obstruction Pass and then north into East Sound to Rosario Resort. All went perfectly well until we neared Lawrence Point where we were suddenly engulfed in fog which formed so fast we hardly knew what was happening. Descanso was the only boat with radar so Descanso moved to the front of the line. Everyone had GPS chart plotters so we knew where we were and Descanso could watch out for other boats around us.

As the fog rolled over us Tony radioed Ted, "Your Afghan is going to be able to sneak into Rosario under the blanket of fog!" That brought lots of chuckles and a few more Afghan jokes which served to break the tension of motoring through the thickest fog any of us had ever seen. We continued slowly on, radar reflectors up, hopefully announcing our presence to other boats. It was good we had them because the water around us was, for some reason unknown to us, becoming really congested with other boats, a fact known only to Gary and Sandra on Descanso with the radar unit. Some of the boats were small, others huge, probably tankers heading south.

We slowed even more as we made the turn into fog bound

Obstruction Pass to head west. On the radio I asked everyone to tighten up our formation because of the narrow channel and all the other boats around us. We still couldn't see them in the thick fog, but there were dozens of them. Maybe there was a salmon run or something similar happening.

Following up on Tony's earlier broadcast about sneaking into Rosario, Tim radioed, "That's good guys, a nice tight grouping for the assault." That brought more laughs and more comments from the rest of the group as we slowly motored through the thick grey blanket of fog. None of us were very comfortable in the fog as we cruised between islands and rocks which we could not see. My biggest concern was the incredible number of vessels around us that only I could see on our radar. Finally I radioed to the rest of our group, "Valley Squadron, be really careful and keep a sharp lookout. There are dozens of vessels around us in the fog."

Totally blind in the fog, except for our instruments, we finally were out of the narrow, rock choked Obstruction Pass and rounded north into East Sound and towards Rosario, now only four miles away. Our way was fairly clear now.

Suddenly, a gasp. Collective gasps on every one of our boats. Our GPS systems went down. What a time for a GPS glitch. I radioed everyone, "Valley Squadron, I can lead us through the fog by radar, but pull ahead so you can see the stern of the boat ahead of you." I guided each one until we were like a tight string of pearls moving up the sound. It wasn't bad for me, but it was very spooky for everyone else who had to trust me to keep them off the rocks. The crowd of boats around us, still out of sight, was moving with us and if anything, growing in size. Really bizarre, and scary since they too were now without GPS. Once again I reminded everyone to keep a good lookout. Again, one of our group joked that "Maybe the Americans don't like Afghans!" That broke the tension a bit.

As we cruised through thick fog Descanso's radar showed an abrupt change in the pattern of the dozens of boats around us. The outer ones formed a double ring around our boats about a third of a mile out from us. Then about a dozen smaller vessels picked up speed and headed straight towards us, three boats coming at each of our boats.

"Valley Squadron, watch out, something strange is happening. Lots of boats are cruising straight at us," I radioed. Suddenly one of the small radar images ahead of us seemingly morphed into a large island right ahead of us. This time I radioed with a bit more authority, "Valley Squadron, Valley Squadron, Valley Squadron. Everyone stop. Everyone stop." On the radar I saw a 500 foot island ahead of us where there had been nothing but a tiny blip on the radar. "A huge object just appeared out of nowhere right ahead of us."

As Descanso slowed, two more huge objects appeared on the radar screen, both behind us but one to port and one to starboard. At the same moment I saw them, the island in front of Descanso materialized out of the fog. Descanso coasted to a stop with an immense submarine conning

tower rising heavenward above it. Small navy vessels, the radar dots, zoomed in on us. On both the VHF radio and on loud speakers we heard, "Come to a complete stop. Prepare to be boarded. Move away from the helm and raise your hands."

Utter terror as each of our group, unseen by the others in the fog, looked at 50 calibre machine guns, automatic weapons, rocket launchers and US Navy SEALs in full combat gear appearing out of the fog. Only Sandra and I could see the immense submarine looming out of the fog. What was happening? What was going on? What had we done?

That's all the time we had even to think before we had a boat alongside and six SEALs on board. "Don't move a muscle" they ordered. My knees were shaking so badly that was impossible. In an instant they were below, searched everything, looked in the engine compartment and then radioed to someone, "Alpha team, we're clean."

Then the question, "What is Valley Squadron?" I shakily explained who we were and where we were going. As I was finishing one of the SEALs, evidently listening to his radio, began to laugh. He looked at the others and said, "Relax, they found the Afghan." Everyone looked at the NCO and he continued, "It's an Afghan dog. These guys really are boaters out for the weekend." Everyone relaxed, weapons descended and we were told what happened. The US President and Canadian Prime Minister were having a secret meeting on Orcas Island. The military exercises were actually guarding the leaders. The military overheard our VHF transmissions about the Afghan sneaking into Rosario. That and our other jokes had set in motion a huge operation to contain the threat to the leaders.

Tension gone, the SEALs were great. The fog began to lift and we saw the fleet of submarines, destroyers and smaller craft around us. The jamming of our GPS signal ended and once again we had our navigation systems. Two navy patrol boats then escorted us the last two miles into Rosario, waving and laughing as they left us at the docks.

What can you say? We were all pretty shaken but had lots to talk about. And talk we did until dinner time. We had reservations at the resort dining room and at 6:30 pm our group of eight arrived to find a huge sign saying, "Sorry, but we are closed tonight."

As we stared in dismay at the sign a woman who looked more like Secret Service than a waitress asked if we were the Valley Squadron group. Finding we were, she told us we would have our meal, a very special meal, with some very special hosts who had heard about our interesting military reception and wanted to make amends. We were ushered into the dining room, seated, and introduced to our dinner hosts, Prime Minister Stephen Harper and President Obama.

And a small note from Gary Clow the author: "Please remember that like most of my stories, "A Cruise to Remember" is completely fictional."

Boats that I have known: Beyond the Dock!



R. John Garside, AP
Prince Edward Power and Sail Squadron

Having bailed my first boat at the age of three and a half I found out there was more to boats than just sitting in them. In fact there seemed to be another world out there. One that included a boat and much more. This was something that my grandfather was to introduce me to after our lunch.

You may recall that I was at a rented cottage on the Trent River just north of the town of Campbellford with my parents and my grandparents and during the first few days there, an old simple wooden fishing boat had captured my attention.

My first bailing experience resulted in several new skills that would play a big part in my future life, and especially in my life involving boats. That morning as I sat in the newly bailed boat I watched as a boat out on the water with two people in it seemed to drift down the river. Asking about it, Grandfather said that we would find ourselves in the same position, out on the river in the very boat I was sitting in, but this would have to wait until after lunch. So my wait began.

It was nearly eleven o'clock so lunch was not too far away but when you are only three and a half years old it can be quite a stretch of time. Needless to say I remained seated in the boat and eagerly looked up and down the river for more boats. There was only one and it too had two people in it, and they were doing the very same thing, floating slowly down the river looking intently at the surface of the water. Once they had gone by I turned my attention to the water beside me to see if any more sunfish were close at hand, they are still my favourite freshwater fish!

Looking carefully down into the water I saw at least three of them, slowly swimming along and then disappearing under the dock and there were also lots of plants in the water

too. Plants that had long green stems and unlike the plants on the land they had no flowers. I asked Grandfather about them and he said, "They didn't need to have flowers as they have lots of roots and just keep on growing like the grass." So I looked carefully at the various water plants and then spotted a floating leaf. It was large and green and almost round. Looking carefully at it I saw that it was attached to the bottom of the river by a long thin stem.

"What are these?" I asked.

"Those are water lilies," replied Grandfather "And there are two different types. One has a yellow flower and the other has a white flower."

"Oh" I said and began to look around for a floating flower. I spotted several of the promised flowers on the sides of the river where it was not well groomed and rather on the wild side. Sure enough there were white ones and just beyond them a collection of yellow ones. They sat there on the water not unlike a boat I thought, and seemed to not be bothered by the sun, or the wind, or the water for that matter, in fact they really seemed to be part of the river. So I spent the next few moments carefully looking at the new plants and flowers and then Grandmother called out, "Lunch time!"

Grandfather then helped me out of the boat. As I walked up to the cottage I knew that soon we would be back in the boat and then we would be setting off on another adventure. An adventure beyond the dock!

Lunch was very simple. Cheese sandwiches and a glass of water. I sat very still and kept a careful eye on the river just in case another boat might drift by, but nothing happened. After lunch was cleared up and a few small chores done by the adults, Grandfather announced that he and I were going out in the boat for the afternoon and would be back before dinner. I was very excited.

Grandfather then helped me put my cumbersome green lifejacket back on and we then proceeded to the front of the cottage. We stepped down from the porch and Grandfather led me to the side of the cottage. There under the porch he knelt down and pulled out what looked to me like two very large wooden spoons. These are called oars Grandfather explained.

I was instructed to take them down to the boat and place them on the dock. Now these oars were quite long, in fact they seemed to be even taller than my Grandfather and he was the tallest person I knew. So I picked up one oar and carefully began carrying it down to the dock. One thing I noticed was that it was not all made of wood. In fact there seemed to be several different materials found on these oars. Where I was holding onto it there was a wrapping of what looked to be leather like the special chair that sat in my grandparent's house. And towards the end of the oar where it widened out and began to look like a spoon there was a bright glossy ring attached with a small spike coming out of it. So with great care I walked down to the dock and carefully placed the oar in the middle of the dock.

I then turned around and began my trip back for the second oar when I notice Grandfather coming down to the dock carrying something that looked quite heavy and had lots of rope attached to it.

"What is that?" I asked.

"This is the anchor." replied Grandfather, "And we need to have it when we go out in the boat."

So I quickly ran up to the cottage and picked up the other oar and walked it carefully back to the dock. When I arrived Grandfather instructed me to wait there while he got the remaining things that we needed before we set off. He returned to the cottage and then reappeared carrying his fishing rod and his trusty fishing box. I always thought it was a very magical box, it was always full of the most interesting and colourful things!

I soon found myself standing on the dock in my lifejacket and looking at all the various items on the dock and began to wonder where they all went and what they did. Grandfather soon put everything into perspective for me. The first thing he did was to tell me to carefully get into the boat and sit down on the centre seat in the middle. This I did. Looking up at him he then passed one item at a time to me and explained where he wanted me to place them.

The very first thing to come aboard was his fishing rod. This went to the back of the boat or the stern as he called it. The next item was the magical fishing box which was carefully placed on the floor of the boat under the rear seat. I found moving about in the boat quite interesting as now I was getting used to the various movements it made and could now feel more confident about moving about.

The next item to come aboard was one of the oars. This was an interesting event as there were two of them and they both looked the same to me. Grandfather then explained

that oars always come in pairs, and just like your shoes on your feet, there is a left one and a right one. Looking down at my shoes I thought they sort of look different to each other but the oars still looked the same to me!

At this point Grandfather carefully turned each oar around and showed me a small mark on each of the leather wrappings and then pointed out the spoon shape of the respective tip. Along with this was the fact that the bright shiny ring with the spike sticking out of it was now sitting around the leather wrapping. Looking carefully at the oars I then learned that the cup of the oar always was located to the rear of the boat, that way it could bite into the water better.

I had never seen an oar used so this was all taken in faith and I carefully followed my Grandfather's instructions and took the first oar into my hand and then carefully looking to where he was pointing I discovered a small metal fitting with a hole in it.

"That is called an oarlock", said Grandfather and he explained that this is where you place the spike on the oar's ring. So I carefully did as he said and was quite amazed at the result. This oar was now sort of like a wing and moved easily back and forth. Grandfather then passed the other oar down to me and this I placed in the other oarlock and it too now became another wing! This was going to be a most exciting afternoon!

The next item he put into the boat was the anchor but this he carefully placed into the front of the boat, it looked very heavy and unfriendly. This item had two very large hooks on it and looked like you could cause yourself a lot of harm. It was certainly not something that you would want to accidentally sit on!

Grandfather then got into the boat. He instructed me to sit in the very front seat and he would operate the oars. So he carefully untied the stern line, as he called it, and he was very patient as I undid the front line. This took me rather a long time as it was not like the knots I was used to with my shoes but I finally did manage to untie it and pull the line through the metal ring that was on the dock. We were now free of the dock!

"Well done!" exclaimed Grandfather and he took his seat in the centre of the boat. Using the oars he began to move the boat backwards and away from the dock and the shore and my very first adventure on the river was about to begin!

Looking out from the small seat at the bow of the boat I saw the expanse of the river and the invitation of the far side. What was out there? So I asked Grandfather where we were going and what were we going to do. He replied, "We are going to the far side, to the Marsh. There we will find adventure and lots of fish!"

Next: *The Marsh and the Mystery*



THE PORT HOLE



boatingcourses.ca