

# THE PORT HOLE

SUMMER 2016

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Photo: Vanessa Schmidt



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

Send your photos to:  
[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

# WINDSHIFTS



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

**G**reetings!! Here it is already summer and it is now time to cruise the soft fresh and salt waters of Canada's vast water network. Cruising is a lot of fun. Travelling across the water under power or sail is a very satisfying feeling. And for many, in the late afternoon once the anchor is dropped, a refreshing swim taken and a festive feast prepared for all in the ship's galley, it is time to relax. Now for myself once the dishes are done, and the vessel is secured for the night, it is also time to relax, and I look forward to reading a selection from my latest collection of books. They are not always of a nautical theme as I am often drawn to historically influenced novels and other pieces of literature which are at times difficult to read and challenging in other ways as well. And my collection of reading material is not always new!

In light of this reading passion this issue features two very different sets of summer cruising book reviews. The first one is "Recent Reads" which will provide you with a few newer books for your summer cruise reading pleasure and "Readable Relics" for those of you who just might want to read something very different and from another age.

I have also tried with limited success to provide some more across Canada interviews at the Squadron level and have also interviewed a National Officer. What is interesting is that in sending out my interview requests, and this time there were five, I only got replies from two! This certainly shows that not everyone is answering their emails or maybe not even reading them! When sending out various pieces of information maybe more than one try is needed, or maybe there is another way? If you just happen to receive an email with the word "Greetings!!" and the mention of The Port Hole in the subject box, please read on and reply, after all my quest is to make our publication interesting to all our members at all levels, and personal stories are always well received.

Those of you familiar with the CPS-ECP Golden Gate address know that our library has recently been relocated, "And where did it go?", you might ask. Well believe it or not I have found it, and it is alive and well in my home town of Picton, Ontario. This discovery was completely by chance and not only is our library in good hands but the

other publications at this site are simply to die for. Imagine being able to read a first edition of almost any nautical publication published in the last 100 years. I am already making a list!

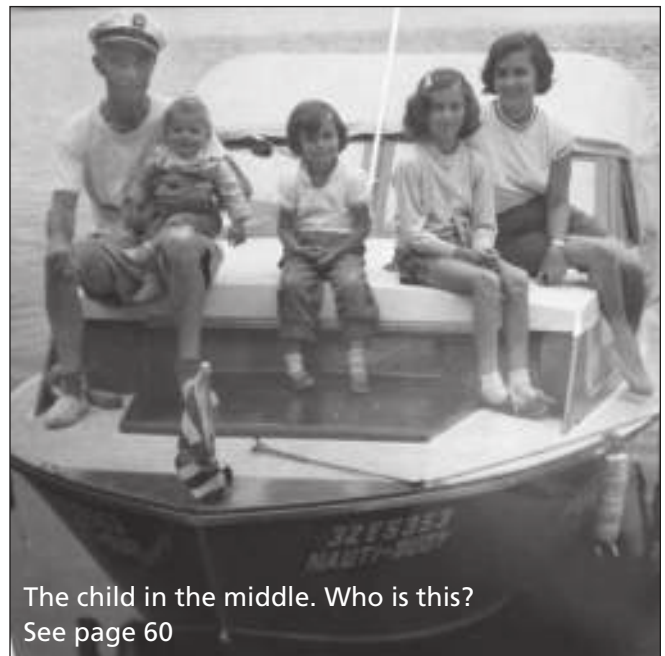
The story of my very early aquatic adventures continues with part two of "Boats that I have Known" where I explore the fine art of primitive bailing which we all have experienced and may have to resort to when a switch fails or the batteries run low.

I would also ask you to take lots of pictures this summer and please send them to me along with a short description of the location and who is in the picture. I plan to feature a selection of Summer Cruising pictures in future editions. Remember that this summer is going to be with us but soon, so be safe and enjoy the soft warm water while you can.

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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 Fall edition of The Port Hole. The deadline for submissions is July 3, 2016.



The child in the middle. Who is this?  
See page 60

## Educational Department – Don Griffin, AP

As we prepare for our summer of boating we should be looking toward the fall courses and all Squadrons should have their courses listed on [boatingcourses.ca](http://boatingcourses.ca) or [ecpquebec.ca](http://ecpquebec.ca) by now so that students can plan their fall studies. The introductory course lineup consists of the following:

English	French
Boating 1 – Boating Basics – PCOC	Sur L'EAU - CCEP
Boating 2 – Beyond the PCOC	Navigation nautique
Boating 3 – Introduction to Navigation	Matelotage
Boating 4 - Seamanship	

In addition to the above there are also a number of Elective and Advanced courses that are available to students. Check the websites to determine what courses are being offered near you.

The Educational Department wishes all of you a good summer and safe boating.

## External Affairs – P/C/C Joseph Gatfield, JN

As your representative for External Affairs, I thought it would be beneficial to you as Members to realize the other organizations that CPS-ECP is either involved with or interacts with. The following list may not be all inclusive, but is a good indicator of how CPS-ECP is involved in Canada and internationally. CPS-ECP is recognized by all these groups as a leader in safe boating education, ensuring that the water can be fun and saving lives.

- United States Power Squadron (USPS) – a strong working relationship in all aspects of both organizations
- Canadian Marine Advisory Council (CMAC) – working with Transport Canada (TC) and other boating organizations in Canada
- National Recreational Boating Advisory Council (NRBAC) – CPS-ECP has one appointed representative to this council to give advice to TC regarding issues and trends pertaining to recreational boating
- Regional Recreational Boating Advisory Council (RRBAC)

– same as NRBAC on a regional basis. CPS-ECP has one representative per region

- Association maritime du Québec (AMQ), Boating Ontario, Conseil québécois du nautisme (CNQ) – a working relationship on many aspects of recreational boating
- United Safe Boating Institute (USBI) – involves most major not for profit organizations in Canada and US to assist the like organizations in various campaigns as a unified body. CPS-ECP currently has three directors on USBI.
- National Association of State Boating Law Administrators (NASBLA) – CPS-ECP has had representation on the Education Standards Panel and currently on their Education Committees
- Canadian Safe Boating Council (CSBC) – CPS-ECP has a Member as a Director on CSBC
- National Safe Boating Council (NSBC) – CSBC's U.S. counterpart and CPS-ECP maintains membership and we have representation at their bi-annual meetings and report accordingly to their membership
- International Boat and Water Safety Summit (IBWSS) – meets annually with approximately six nations attending. CPS-ECP is always represented.
- National Marine Manufacturer's Association (NMMA) – membership maintained to keep abreast of current trends

These are some, but not all of where CPS-ECP has a very good presence. I just returned from the IBWSS and in a presentation by Captain F. Thomas Boross, United States Coast Guard, to the gathered assembly, he thanked all of the various organizations present. I was very proud of CPS-ECP when he specifically noted our presence and in front of all asked me to thank the 20,000 Members of CPS-ECP for our contributions to boating safety and our assistance in the record low numbers of casualties they have experienced on the waters in the past four years. Captain, your message has been delivered and on behalf of CPS-ECP, THANK YOU.

## Financial Department – Douglas Stewart, AP

March 31 was the fiscal year-end date for all CPS-ECP Squadrons and Districts. Squadron and District Officers have resources available to assist them in their year-end duties. The CPS-ECP Web-based Information System



## Canadian Power and Sail Squadrons

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Executive Director  
Walter Kowalchuk

(fondly known as WBAS) contains all the proper forms and instructions for completion of the Squadron's or District's annual Financial Statements. Also available is everything required by the Squadron or District Financial Review Committee.

Deadline for submission of the Squadron's annual Financial Statements and Financial Reviewer's Reports is June 30.

If Squadron or District Officers need assistance, or have questions and concerns, please contact the National Financial Officer Doug Stewart at [nfo@cps-ecp.org](mailto:nfo@cps-ecp.org).

We have received several expense reports from CPS-ECP Officers which were submitted long after the expenses were incurred. As all our expenditures are subject to our budgeting procedures, expense reports requesting reimbursement must be received on a timely basis. Our CPS-ECP Officers' Guidebook states that all expense claims must be submitted within three months of the date the expense was incurred, and certainly within the same budget year!

## RCMP HERCHMER

Doug Herchmer

Talk about a small world...

My wife Joanne and I attended the recent Nanoose Squadron Christmas party held at the Fairwinds Golf Club and she won one of the door prizes. It was a lovely illustrated coffee table book called "The History of the RCMP Marine Services".

As she was casually looking through the many photos with Mike Patterson, she spotted the name "HERCHMER" attached to the photograph of a former Navy minesweeper. The vessel was a Bangor class minesweeper built in 1942 and commissioned as "HMCS Truro". It was transferred to the RCMP from the RCN in 1945 and renamed "RCMP Herchmer" though it was never com-

missioned by the RCMP and was later turned over to War Assets in 1946 and sold to a private owner.

Turns out the name "Herchmer" was in honour of my great grandfather, Colonel Lawrence William Herchmer, the fifth commissioner of the RCMP, serving from 1886 to 1900 and who died in Vancouver in 1915.

If Joanne had not won the door prize, we would likely have never seen or heard of either the book or the former minesweeper.

What a coincidence and a pleasant surprise!



### Find CPS-ECP ON SOCIAL MEDIA

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Bradley Schmidt  
Markham Agincourt Power and Sail Squadron

No doubt I'm at risk of sounding "old" when I say life can go by in a blur. How many of us have used the saying "time flies?" I used to hate that expression. Now I realize it is true. It's funny how time has a way of distilling our memories from the mundane day-to-day happenings to the highlight reel we all carry in our brains. I realize now that the trick is to keep that reel up-to-date. Embrace traditions but celebrate and encourage new ones too. That's the key to staying young at heart. For instance, what are your plans for the summer of '16? What are your summer must-haves? Are you going to try anything new? What do you want to discuss around the water cooler Monday morning?

As an Ontarian, summer unofficially starts on the May 24 Victoria Day weekend. The annual pilgrimage to the north begins then. It's not difficult to spot the cottage-bound, the campers, canoeists, kayakers, or boaters as the highways jam on their way out of the cities; cars, trucks, SUVs busting at the seams, roof-racks and trailers full. Many will dust off their time-honoured traditions – a stop at Weber's or The Muskoka Store on Highway 11, an apple pie for the road at The Big Apple on the 401. Marinas and campgrounds will see their first visitors in months. Seasonal populations will swell. I, for one, will take my annual first dip in the lake – a tradition for as long as I remember, and one that has often been executed during a light snowfall! A few weeks later, Father's Day is a popular time to go fishing with Dad. Soon after the little ones will be finished school. Are you planning to enroll them in any summer camps or programs? July starts off with a "BANG" all over the country in celebration of Canada Day. A tradition for many (and something I would love to try myself) is watching the fireworks from the water. There are many cities and ports across the country where you can boat under the stars and watch the show. The heat of July carries into the August long weekend and be-

yond. These months, for us anyway, typically consist of racing to the cottage or a campground, days of BBQs, boating, swimming, and soaking up the heat, punctuated by evenings listening to baseball as we watch the bonfire.

Here are some ideas to fill your "highlight reel" and start some new traditions for the summer of 2016:

- When does the season open and close for your favourite species of fish? Mark both occasions by getting out on the water and (hopefully) catching dinner (but keep some Captain Highliner in the freezer just in case)
- Be the first of your friends to use the locks on opening day or plan a meet-up and lock through together
- Take your boat out for an ice cream, even if it takes longer than it would by car
- Do a long-distance waterski or tube trip. My goal is to tube from one end of our local cottage lake to the other this summer
- Plan a shore lunch – pack your BBQ and cooler and find somewhere on your lake where it is OK to stop or moor for a swim and a bite to eat.
- Go for a swim from the boat
- Take a slow speed evening cruise to soak in the sights and greet the locals on their docks
- Pick a destination and go for a canoe trip
- Learn to use a stand-up-paddleboard
- Try wakeboarding or waterskiing
- Explore a new area or body of water
- Introduce a friend or colleague to boating
- Get your PCOC
- Rent or try a PWC

However you choose to spend your summer, do it safely. The idea is to remember these new traditions for the right reasons. See you on the lake!



Katherine Haslam

John Gullick, AP  
Manager, Government and Special Programs

**Do I require a Pleasure Craft License for my vessel which is powered by a motor of less than 7.5 KW (10hp) when visiting U.S. waters?**

I was recently asked this question and could not answer it right away without doing a bit of research.

First let me step back a bit and give you some background.

A number of years ago the person who asked the question was visiting the U.S. in their sailboat that was powered by a 9.9 hp outboard motor.

As an aside some of you may be interested to know the reason we have 9.9 hp motors is that boats with motors of 10 hp (7.5KW) or greater are required to have a Pleasure Craft License or be registered. The Pleasure Craft License is not to be confused with the Pleasure Craft Operator Certificate (PCOC). The Pleasure Craft License is represented by the series of letters and numbers you typically see on each side of the boat's bow and has a paper document that you are required to carry on board.

I digress, so back to the story.

When the person arrived at a US port they called in to register with US Customs and Immigration. Everyone on board had their I-68 forms in hand so no problems were expected. The Customs Officer then asked for the Pleasure Craft License number or Registration identification for the vessel. Because it only had a 9.9 hp motor there was no PCL or Registration. The Officer then said that without that number they would have to leave immediately or they would be arrested and the boat seized. The skipper argued that in Canada the boat did not require either a license or registration. At first the Officer would not budge but because it was now night and there was bad weather he allowed them to stay for the night after which they had to leave and return to Canada.

Since that time the boat owner has gone to the US a

number of times and the license or registration has not been an issue. However the question still remains. Should all Canadian vessels entering US waters be licensed or registered even if they don't need to be in Canada?

My research with Transport Canada resulted in the following strong recommendation:

All Canadian recreational vessels entering US. waters, or any other nation's waters for that matter, should be licensed or registered in Canada even if they don't require that license or registration in Canada.

Here is the rationale.

When you consider the times we live in and the attention that all countries give to security it is only reasonable that a Customs Officer needs to be able to clearly identify a vessel as being, in this case, Canadian. The only simple way they can do that is if they can be given and see a Pleasure Craft License or Registration. Without that the vessel could have come from anywhere even if the captain, crew and passengers all had the required personal documentation.

The answer to the original question is now clear.

Do you have a question for John? Send it to: [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)



## Have your flares expired?

If your flares have a manufacture date of 2012 or earlier they have expired or will expire this year. You can't light them, throw them in the water or in your household garbage to dispose of them.

Disposing of expired flares has been an ongoing dilemma for boaters across the country. To help boaters dispose of expired flares in a safe and environmentally responsible manner CPS-ECP and selected CIL Dealers are hosting Safety Equipment Education and Flare Disposal Days. On these days, you will be offered the opportunity to learn about required safety equipment and you can bring your outdated flares to be properly disposed of, free of charge.

In accordance with Transport Canada requirements, flares are approved for four years from the date of manufacture. Typically, this means that boaters need to replace their flares every third or fourth boating season. If they have a manufacture date of 2012 or earlier they have expired or will expire during this boating season, boaters are required to replace them... it's the law!

There are four types of flares: Type A – Rocket Parachute, Type B – Multi-Star, Type C – Hand-Held, Type D – Smoke Signal. For further information on the different characteristics of each type, and the quantity required for your vessel, please refer to the Safe Boating Guide at: [www.boatingsafety.gc.ca](http://www.boatingsafety.gc.ca).

For a list of Safety Equipment Education and Flare Disposal Days and locations visit: [www.cps-ecp.ca](http://www.cps-ecp.ca) or call 1-888-CPS-BOAT.

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## US COAST GUARD APPROVES OFFICIAL ELECTRONIC CHARTS

WASHINGTON – The US Coast Guard published guidance Feb. 5 that allows mariners to use electronic charts and publications instead of paper charts, maps and publications.

The Navigation and Vessel Inspection Circular, NVIC 01-16 establishes uniform guidance on what is now considered equivalent to chart and publication carriage requirements.

Combining the suite of electronic charts from the US hydrographic authorities and the Electronic Charting System (ECS) standards published this past summer by the Radio Technical Commission for Maritime Services, the Coast Guard believes official electronic charts provide mariners with a substitute for the traditional official paper charts.

"After consultation with our Navigation Safety Advisory Committee, the Coast Guard will allow mariners to use official electronic charts instead of paper charts, if they choose to do so. With real-time voyage planning and monitoring information at their fingertips, mariners will no longer have the burden of maintaining a full portfolio of paper charts," said Capt. Scott J. Smith, the chief of the US Coast Guard's Office of Navigation Systems.

The new guidance applies to vessels subject to US chart, or map, and publication carriage requirements codified in Titles 33 and 46 CFR and provides a voluntary alternative means to comply with those requirements.

"Mariners have been requesting the recognition of this capability for some

time," said Smith. "When you combine the new expanded Automatic Identification System carriage requirement and the capability that an ECS provides, it should provide a platform to move American waterways into the 21st century."

This technology will also allow mariners to take advantage of information and data to enhance situational awareness during voyage planning and while underway.

"Together, with our industry and international partners, we are leveraging modern technology to contribute to the safety, security and prosperity of our nation," said Smith.

View NVIC 01-16 at: [http://www.uscg.mil/hq/cg5/nvic/pdf/2016/NVIC\\_01-16\\_electronic\\_charts\\_and\\_publications.pdf](http://www.uscg.mil/hq/cg5/nvic/pdf/2016/NVIC_01-16_electronic_charts_and_publications.pdf).



# A Runaway Boat Rescue

Jeff Booth, Vancouver Power and Sail Squadron

**W**e pulled into Bedwell Bay at last light. After carefully considering the charted depth, adding the highest expected tide and height of the bow, I calculated a 4:1 scope, all chain, and dropped the anchor. I bared down for a good bite and snubbed off the chain. Before settling in for the night, I reached for the best piece of kit a boater can own: a laser range finder. I received this range finder as a gift for my birthday this year. I call it the “argument-ender.” I immediately tagged the objects around our now anchored position, taking note of the distances. A sailboat, 61 metres away. A dock, 45 metres away. Another boat anchored, 78 metres away. I set the anchor alarm on the chart plotter, and started a new track. It’s always interesting to see the design made by the track when at anchor. You can learn a lot about the effects of wind and current at anchor wherever you are.

The next day I awoke to see that we had swung 180 degrees with the outgoing tide. The wind had picked up from the southwest, providing a very convincing push northeast, combined with an outgoing tide. I looked at the sailboat that I had tagged at a distance of 61 metres the night before, and grabbed the range finder for an update. It was now 102 metres away. As the afternoon arrived, the wind continued to pick up from the southwest and the sailboat looked to me like it was a lot farther away from the morning’s observation, so I tagged it again, 308 metres, well past the white “No Wake” information buoy. Now, I don’t know many sailboaters with over a 1000’ of rode, so it was clear to me that this sailboat was dragging its anchor!

With the wind blowing from a consistent direction, it was deceiving to see the sailboat dragging anchor, as it was steadily facing into the weather, and didn’t appear to be wandering as it moved very slowly astern. Thankfully, looking northeast from Bedwell Bay, there aren’t many obstacles until Twin Islands, about 2 nautical miles away. I mentioned my observation to my friend John, and we jumped into his dinghy and started for the vessel.

Arriving at the vessel, it was clear that it was not under command, as the depth of water we were in was well over 150 feet, and the boat’s anchor was clearly dangling below the vessel, not in contact with the sea floor. I boarded the vessel and searched for an Emergency Contact card. If you

don’t already have one, I recommend putting one up on either side of your vessel where it can be easily seen and include your name and phone number, in case of emergency. As such, I searched, but did not see one. The vessel’s hatch was locked, and peering through the windows, I saw no personal effects aboard. I went forward to the bow and grabbed hold of the nylon rode and attempted to weigh the anchor by hand. Surprisingly, the rode was extremely difficult to lift even a few feet as whatever was attached was very heavy. Strange that the boat would break loose with that kind of weight on its rode.

I looked at our immediate surroundings, and noted a private mooring buoy, which was abeam when I boarded the vessel, it was now 200 metres away. We were now drifting quite quickly with the wind. Collecting some loose lines that were on deck, we secured the dinghy in tandem to the starboard side. I unlashed the tiller, and bringing the dinghy’s outboard up to speed, we managed to begin making way, steering with the sailboat’s rudder. We then headed for the private mooring buoy, and upon arriving, lashed the bow to the ring of the mooring buoy, complete with a bridle arrangement. I jumped back aboard the dinghy and we headed back to my vessel. Once back aboard, I contacted Victoria Coast Guard Radio on Channel 83A, and gave them a description of the vessel, its name, 13K number, and position with latitude and longitude.

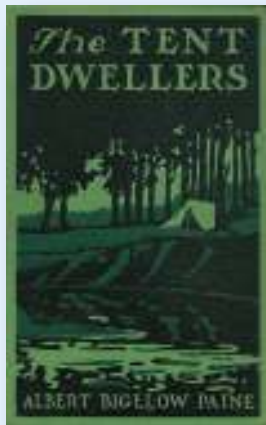
The next day we picked up anchor to head up Indian Arm for a new destination. Looking at the sailboat we rescued, I noticed a kayak tied up to the vessel. We steamed towards the boat and found the owner aboard, very thankful and expressing his gratitude for the rescue of his wayward sailboat. We then carried on with the rest of our weekend plans.

CPS-ECP boaters are friendly, knowledgeable folks. Boating safety is really about knowledge, and the right education goes a long way to improving your boating experience and enjoyment. Being alert, making regular observations of your surroundings and acting appropriately when required, all add up to a safe, enjoyable boating experience. Perhaps you’ve been putting off taking the next course in your boating knowledge? Take a moment and register now for a course at [boatingcourses.ca](http://boatingcourses.ca).



# Readable Relics Book Reviews

Reviewed by: R. John Garside AP



## The Tent Dwellers

Author: Albert Bigelow Paine  
Pages: 278  
First Published: 1908  
Publisher: Harper & Brothers 1921  
ISBN: N/A



## The Trade Winds

Author: Cornelia Meigs  
Pages: 309  
Published: 1927  
Publisher: Little, Brown, and Company  
ISBN: N/A



## Too Late the Phalarope

Author: Alan Paton  
Pages: 272  
First Published: 1953  
Publisher: Charles Scribner's Sons  
ISBN: N/A

Summer comes and we all start to plan our outdoor activities. For some this would be a fishing holiday at a remote fly-in fishing camp. Back in 1908 that was not an option for the avid fisherman so another way had to be found. This book actually is based on a remote fishing trip into the interior of Nova Scotia at the turn of the century and is a delightful read.

I came across the book at my local bookstore in the "Used & Classical" section. As soon as I opened the pages I knew I would like it. The language and the pen and ink drawings were beautiful and the story line, well that had to wait. Several months later in the middle of the winter I sat down by my fireplace and began to read. Though a novel, it revealed the society of the day as the two fishermen were well off and in need of a getaway. On the other side of society were the two guides who not only helped guide them through the wilderness of Nova Scotia but also were the key to their survival.

The book is told through the eyes of one of the fishermen who is the more practical one. The antics of the other gentleman make you wonder how they ever made it out of the wilderness in one piece. Today the area outlined in the book is all park land but at the time of writing the area was being logged so time does heal the land and the fishing still is probably as good now as it was then, maybe even better!

Sometimes the cover of an old book is just too good to ignore. So it was with this book. The image of the old sailing wreck and two sailors heading towards it in an open dory suggested that this could be an interesting read and I was not a disappointed person. With the book in hand I returned to my home and began to read. Set in the late 1700s in the north eastern United States the author takes you on a journey of political and aquatic intrigue, and there even is some romance.

What I found interesting was that this book was part of a collection of books written to encourage young people to read. The Beacon Hill Bookshelf was set up for this purpose and this volume written by a lady won the 1927 competition and for this she received a sum of \$2,000 US Dollars! Even though I found the book interesting as an adult, a younger reader too should find the book an interesting read as the images are clear, the language easy to follow and most important of all the book is very entertaining. Like many books of this time period there are a few coloured plates on the inside that reflect the plot but what I like to view is how detailed they are and how different they are from today's digital world.

In 1927 the Union of South Africa passed into law an act forbidding any intimate relations between a black and a white person. In 1952 this act was amended to forbid any colour mixing between the resident whites and all other races. Set in that time frame Alan Paton takes you on a dramatic and intense journey into the life of a privileged white family who have power, money and very high status. But there is a flaw. A flaw that threatens the family's whole universe and the resulting story told by the narrator is brisk, raw and brutal.

The book that I read is actually a first edition so as I read each page and paragraph I found myself thinking about the author and how he was carefully painting not only a scene of despair but also of a completely dysfunctional society. Alan Paton is best known for his other novel "Cry, the Beloved Country" which is often a complicated high school text that many students have to labour through. However, "Too Late the Phalarope" is not an easy read either. I found I often had to re-read passages to really get to the image, it was that stark and dark.

However, even though it is a very difficult read at times the book is very interesting and with the glossary of local terms at the back it makes for a wonderful summer read if you are interested in social history. I will be certainly re-reading this volume again as a first time read seems to be just brushing the surface of Paton's detailed work. I would say that now I know the plot, but have yet to grasp the whole.

# Interviewing a National Officer – Cathie Johnstone

R. John Garside, AP



## CPS-ECP is a Family Tradition

As the new Editor in Chief of the Port Hole I thought it would be interesting to our Membership to reach out and interview one of our National Officers. In a few clicks I was looking at the slate of National Officers listed on the CPS-ECP website and all I had to do was choose one. So I did and a most interesting and informative interview resulted with our National Executive Officer Cathie Johnstone.

Cathie was first aware of CPS-ECP at the very young age of four! This was the result of her father being a boater and his joining CPS-ECP. In fact, once a member, her father eventually became the local Squadron Commander so this exposure was amplified as time moved on. Once females were allowed to have full membership benefits as well, Cathie's mother also moved up in the ranks and became a Squadron Commander too! So you can see that CPS-ECP does seem to run in the whole family.

Cathie joined CPS-ECP in 1980 and calls the Ottawa Squadron home. However, working at the National level with her mother, who chaired the Lemon Hart Safe Boating Awards Committee, generated several Merit Marks for Cathie that confused the local Squadron as Cathie was not a Squadron Bridge member at the time, so they were curious where these merit marks came from. Eventually Cathie joined the Ottawa

Bridge and began moving up through the ranks. The interesting thing is that the year she became the Squadron Commander was also the year she was awarded her Life Membership in CPS-ECP!

Working at the Squadron level brought her into contact with many interesting Bridge members and she found there was a very good team effort and people really pulled together to get things done. Cathie also found that it was important to stay in touch with the general membership as well as that is where you can find some very key individuals who could be persuaded to join your Bridge. In fact she sourced one of the current instructors of the Boating Course this way.

Now living in Ottawa does not mean that all is politics and bureaucracy. Cathie and her husband actually have a place on the water! The world famous Rideau Canal forms part of their backyard and attached to it is a pair of docks for their two boats. For longer travels and holiday cruising there is a 1985 38 foot Chris Craft Corinthian and for the local ice cream run a 21 foot Thundercraft Centre Console. So you can see all bases are covered.

Having a boat on the Rideau, of course, allows for some interesting cruising as well. Not only is there the Rideau Canal itself, but also the Ottawa River and at the canal's terminus, Lake Ontario. The summer trips are always well planned and over the years the water has taken them as far as Chicoutimi on the St. Lawrence which involved a four week sailing itinerary. On another four week adventure the boat headed south along the Erie Canal and the Hudson River to the skyline of New York City!

Though cruising is fun it often involves some long days and planning is so important as there is nothing worse than at the end of the day finding out the marina is not open or not there! Cruising on the Corinthian is really relaxing as the speed is usually kept at about eight knots

so you always have time to not only see the scenery as it goes by but also appreciate the big picture as well.

As a Squadron Commander Cathie attended the National Conference of CPS-ECP and was called upon to chair the Squadron Commanders Meeting which she did for five years. One thing Cathie found most interesting at the National Conferences was the "Role Call", of all the Squadrons in CPS-ECP at the start of the Saturday Annual General Meeting. She commented that "I want to do that someday, it looks like fun!" Being involved with the District and as Past District Commander, Cathie was now a General Director. After attending various Board Meetings Cathie was well known to many and one day a phone call came. On the line was Joe Gatfield asking her if she would be interested in being the next National Secretary. As Cathie said, "I was in shock!"... Well she got her wish to read that "Role Call" at the last two AGMs.

Cathie finds it very rewarding working with the other National Officers as everyone is very dedicated, and everyone is a volunteer as well. Each has their own unique story and set of talents that they bring to CPS-ECP. Cathie admits that she is still in the learning phase of her new position as National Executive Officer and hopes that she will follow in the footsteps of her predecessors and make a difference to CPS-ECP.

The new nominating process for election to the Board is something that Cathie feels is very accommodating and beneficial to the whole Membership. She commented that, "Anyone can apply now and that way we have a much larger pool of candidates than before with the old system." Unlike in the previous structure where only a limited number of people would be put forward based on their service in CPS-ECP. In most cases this was limited to District Commanders and District Educational Officers who would be selected to serve

on the National Executive. Cathie views the new system “As an excellent process, and one that will continue to move CPS-ECP into the future”.

As the National Executive Officer Cathie has four Committees in her department: MAREP, RVCC (Recreational Vessel Courtesy Check), IT and the National Conference Committee. Each of these Committees has a dedicated team of volunteers whose work make Cathie’s job, not shall we say easy, but easier.

When asked about the direction Cathie sees CPS-ECP heading in the next few years she commented, “I believe that we are heading into a period of regrowth as we embrace new technology and develop new ways to deliver our courses.” And as to her vision for 2016 for herself and CPS-ECP she replied, “I am still in a learning mode with my new role and it will take all of us working together, at all levels of the organization as a unit to keep CPS-ECP moving forward. It is time to stop

pointing fingers at the Squadrons, the Districts, or National and realize that it is not “Us vs. Them”. It is Us and Us and Us. We are all volunteers and we are all working towards the same goal to keep CPS-ECP strong. Educated Boaters = Safe Boaters! We must also remember to have FUN.”

## Squadron Commander – Saacha Vantylar

R. John Garside, AP



Squadron: White Rock Power and Sail Squadron

Location: White Rock, BC

Squadron Commander:

Saacha Vantylar

Warrant Issued: April 18, 1961

Membership: 263

Life Members: 6

Newsletter: Anchorline

For my West Coast Squadron I wanted something that was different and for some reason the response was White Rock. Why? Because at every National Conference there always seems to be a representative from this Squadron as reflected in the Squadron Role Call at the Saturday AGM. When I emailed the Commander and asked if an interview would be possible the answer was an immediate “Yes”. On a very nice warm day in early March I was enlightened to the finer points

of the White Rock Squadron by its Commander Saacha Vantylar.

Saacha has not always lived and worked in British Columbia but upon return to the fair province in 2006 she settled in the town of White Rock and soon found herself taking a Boating Course. After writing the exam she was asked by the current Membership Officer if she would be interested in joining CPS-ECP. The answer was “Yes.”, and Saacha began her CPS-ECP career in the following year helping out with the Boating Course, making coffee and earning her very first Merit Mark.

In 2008 she was asked to join the Squadron Bridge and again the answer was “Yes”. Being part of the Squadron was very rewarding as Saacha had always been interested in boating and boating education and being part of CPS-ECP was allowing her to volunteer in the community and at the same time teach safe boating to the public. After several years of learning the finer points of how the Bridge works and taking on increasingly more demanding positions Saacha took on the role of Squadron Commander in 2014, a position that she continues to hold today.

Saacha has been able to attend the last three National Conferences, in Nanaimo, Quebec City, and Niagara Falls and finds that at each one of these events there is lots to learn and many interesting people with whom to

connect, exchange ideas and information. As a result she is looking forward to this fall’s Conference in Vancouver as it is just down the road, not on the other side of the country!

The Squadron’s Warrant was issued on April 18, 1961 and is often displayed at the various Squadron events. Now that the fiftieth anniversary has taken place their burgee has the gold bar attached to it.

The Squadron’s Bridge is composed of twelve members who occupy sixteen positions, so some people wear two hats. Saacha herself wears two, as she is not only the Commander but also the Secretary. Each and every month, except for June, July and August, the Bridge meets at a local restaurant. They have a meal followed by a one and a half hour business meeting. Located at the southernmost tip of the B.C. Mainland makes this Squadron part of the Pacific Mainland District in which the Squadron plays an active part as well.

At the community level the Squadron is quite active. They plan to get involved again in the White Rock Sea Festival this year and offer discounted rates to the local Royal Canadian Marine Search and Rescue Station. They have also taught the Boating Basics / PCOC to the local Sea Scouts. Last year the Squadron cooperated with several other local Squadrons in putting on a Flare Disposal Event that

was very well received by the local boating community. Another flare event is being planned for this year.

White Rock is located on a peninsula that is part Canadian and part American and if you consult a map of the area and locate Semiahmoo Bay you will understand perfectly the unique situation the town finds itself in. Surrounded by salt water that is ice free all year round there are several marinas in the area and boating is a 365 day a year activity for many. There is even winter racing for the diehards.

Being on the water also allows the Squadron to host four rendezvous a year! They are held on the various long weekends of the year including Easter, Victoria Day, Canada Day and Labour Day and if that is not enough, there is also an extended cruise in the summer months for those wishing to travel up the coast. Of course there is lots of work involved but the Squadron's cruise masters keep everyone informed, and together, so that

everyone has a good time and a safe time.

In the line of safety the Squadron also offers a system of "Buddy Boats" where a new boater to the area is paired up with a more experienced boater who shares their knowledge of the water and points out the lay of the land. It is sometimes quite a surprise for the new boater as White Rock sits on tidal waters and cruising here means paying attention to more than just the wind and the weather!

In an effort to keep in touch with its members and the boating community the Squadron held a Social Education/Local Knowledge evening last November and attracted over sixty people for its "Heavy Weather Sailing" talk. Several people in attendance have since signed up for courses as well. Saacha also mentioned that with the new members coming aboard it is important to meet them on their terms, and hence, one event that is being set up is a monthly "New Member Welcome

Night" which will be a casual pub-style event.

The teaching season is full of courses and students and this keeps the six instructors quite busy along with their complement of proctors. One of their instructors recently won the Instructor of the Year Award at the Quebec City Conference. With the size of their classes and need for parking the local high school provides not only a good size of classroom but also the necessary equipment for teaching our newer electronically-driven courses.

So Saacha's Squadron certainly has a lot on the go in White Rock and when I asked her about her vision for CPS-ECP she commented that "My vision for my Squadron is that we continue to be visible in our community, maintain our high standard of boater education and continue to work on ways to engage our membership."

I can see White Rock Squadron is in very good hands.

## RECYCLE BOATING PUBLICATIONS AND EXPAND OUR ADVERTISING OUTREACH – AT NO COST

Larry Terrick, Environment Officer WCID.

Once retired, it seems some people spend half their waking hours in offices, offices of medical doctors, eye doctors, emergency rooms, medical labs, dentists, medical clinics. Of course there are other places where one must sit and wait, like auto repair centres, the hair dresser or the barber shop every month, and anything to do with pensions, accountants, banks, taxes and the list goes on. I know because my wife Shirley and I are actively doing just that!

Looking after all these retirement necessities, one sits and waits and reads whilst awaiting one's turn. As one stews, fumes, thinks, worries, dreams, or wonders, the first exercise that comes to mind upon arrival in one of these offices is to locate a recent magazine to read amongst the pile of tattered reading material while watching the very slow ticking clock on the wall. I am sure everyone has a multitude of precious hours under their belt, bench-sitting, reading and people watching at these offices.

Our organization, CPS-ECP, spends a great deal of money advertising each year to get our message out to attract the general public to our boating courses and to attract new members. Many dollars are spent advertising in the likes of Pacific Yachting, Canadian Yachting and Cottage Life plus perhaps many other recreational magazines I am not aware of. And once a magazine has been read, where do the magazine and our messages end up? Most likely in the closest recycling bin or the garbage and that includes our precious message!

CPS-ECP could get many times the readership we are now getting if we can get all our members to donate their boating magazines. Taking one or two magazines with each visit and leaving them for others to read is not a difficult task. Donating them to many of those offices mentioned would be the goal and here is the way to do it!

I for one know that our personal doctors and dentists really welcome new magazines for their patients. It reduces their office costs and shows you care about the comfort of their patients and clients and are also helping their bottom line and it adds a welcome variety to the selection on their reading tables.

How many times would each issue be re-read given that opportunity? How many extra times would CPS-ECP be exposed to the boating and non-boating general public? The number of times is equal to CPS-ECP paying out double, triple or more times the current budgeted amount, at no cost to CPS-ECP! So let's all help stretch and maximize our advertising dollars. Donate your used magazines! This is one effortless way you can help our organization grow. Many readers of one magazine also helps reduce energy and waste. The environment benefits! And we all benefit!



## The CPS-ECP Library: Where did it go?

R. John Garside, [AP](#)

Prince Edward Power and Sail Squadron

Over the years many CPS-ECP members and families have donated some or all of their nautical libraries to CPS-ECP and they were all carefully placed in the CPS-ECP Library located on Golden Gate Court.

Recently it was decided that a new home should be found for these volumes and so all the books were carefully boxed up and moved to their new home. I have recently moved to the small town of Picton located in Prince Edward County and with a population of only 4,000 it is quite different from my home town of Toronto.

One day while walking to the local Post Office I passed a building stating that it was the Naval Marine Archive and it was called the "Victory". Being curious, on the way back I dropped in to see what just might be inside. I was amazed!

Every possible book on a nautical theme seemed to be there. In fact there are over 40,000 nautical volumes on their shelves and while talking to the Executive Director, he mentioned that a recent addition had arrived. The addition was the CPS-ECP Library! Seeing my interest he walked

me over to the north west corner of the first floor and there in multitudinous boxes sat the relocated books. Next month a new set of shelves is being made up by the volunteers and then the work of organizing, cataloguing and placement of the volumes will begin.

So in the small town of Picton a very nautical national library will soon be displaying all of our treasured volumes. Oh, and I have volunteered to help them with the job, one box at a time!

Visit <http://opac.navalmarinearchive.com> to search their Online Public Access Catalogue or stop by the "Victory" at 205, Main Street in Picton, Ontario.

# Boats that I have known: Bailing and More, Much More!

R. John Garside, [AP](#)

Prince Edward Power and Sail Squadron

My first day at the “Three Cottages” had been truly magical. After a long six hour ride in my Grandfather’s 1951 Studebaker, we reached our destination, a remote riverside set of three cottages built in the 1920s. For the next week my two parents and grandparents and I would occupy the cottage closest to the farm fence and have access to the wonderful thing called a boat that was secured to the old wooden dock down by the Trent River.

On my first afternoon wearing the mandatory orange life jacket I had discovered the boat and had actually ventured to sit in it! The two week accumulation of rainwater certainly put an interesting twist to my first visit. I discovered that when entering a boat, even when it was only partially full of water, can be quite exciting and needs to be dealt with immediately! A quick move away from the edge of the boat solved this, but the water in the boat remained below me.

My grandfather appeared later that afternoon and after helping me up out of the boat he began to fish off the end of the dock. I sat beside him for the remainder of the afternoon and asked numerous questions and carefully kept an eye on both him and the boat. He mentioned that though the rain had filled the boat up with water, I could easily empty the boat using a tin can, but that would have to wait until tomorrow. So I patiently waited and looked about me.

There were lots of floating birds in the area which my grandfather called “sea gulls”, not “river gulls”. He explained that these birds fly far and wide looking for fish to eat and wherever there are fish you can find a sea gull. I asked him if they were going after his fish but he reassured me that the fish that he was interested in were much bigger than the birds so there was no problem.

As the afternoon passed into early evening I sat there carefully looking at the gulls and the boat noticing that both were afloat and moved up and down with the small waves on the river. Tomorrow promised to be a most interesting day, back in the boat and doing something with the water that was in it, something Grandfather called “bailing”.

After supper Grandfather and I went outside to see the river again and I was anxious myself to see that the boat was still there. It was and in the very calm waters of the evening its reflection could be seen in the surrounding water. It looked so magical. It seemed to hold so much promise of things that could be done, not only tomorrow but forever! After a short tour of the cottage property Grandfather announced that the mosquitoes were getting to him and we should head back to the cottage. So off we went and saying

goodbye to the boat and the dock I walked back hand in hand with my Grandfather.

Back in the cottage the lights were on and the air was free of mosquitoes. We all sat around an ancient wooden table and began to play cards. Now for me this was something that I had always enjoyed, though at the age of three the number of games I knew were limited to “Snap” and “Fish”. The adults were most tolerant and after two games of “Fish” the excitement of the day caught up to me and off to bed I went. As I lay there I remember thinking that tomorrow was now much closer than it was this afternoon and soon it would be morning and then Grandfather would show me the finer points of what he called “bailing”. I slept soundly and as was my custom I woke up just as the sun began to brighten the eastern sky.

But I was not the only one awake. Grandfather was up too! So quietly he and I dressed and with my life jacket firmly tied around me we walked out of the cottage into the early morning air. However, the river was gone and so was the boat and the dock! I expressed this concern to my Grandfather as I stared towards where the river had been the day before. He smiled and said “Remember, the morning mist hides a lot of things, even rivers and boats!” So with a careful step we continued down a well-worn path and there out of the mist appeared the edge of the dock and soon the image of the wonderful boat emerged. All was well with the world now, the dock, the river and the boat were there, but hidden from view because of the early morning mist. It was such an enchanting thing to be standing amongst all this mist and being able to see what others could not.

Once at the end of the dock Grandfather began to fish so I stood beside him and watched the morning unfold. The sun began to shine over the trees and gradually the rest of the river and the far shore came into view through the mist. The air was heavy with moisture and smelled so fresh, and I did not notice any of those mosquitoes either. They must be only things of the evening I thought. In what seemed a very short time a call came from the cottage that breakfast was ready and so Grandfather and I returned to the cottage. Breakfast was porridge for me as that was my favourite and the others had bacon and eggs. Turning to my Grandfather I then asked about the boat and the water in it and just how did I go about getting the water out of it. He smiled and said that right after breakfast and when his chores were done we would both look into this very serious matter. With that said I sat in silence and ate my porridge, all of it, right down to the pattern on the bowl. There were no leftovers!

With breakfast over the chores amounted to a trip into the

town of Campbellford to do some grocery shopping. This took about an hour or so and soon we were back at the cottage. The boat awaited and now the early morning mist had completely disappeared revealing not only the river and the dock with the boat attached to it but the far shore as well. Things were looking very promising. So Grandfather went into the cottage and came out with two items, my bright orange life jacket and a red and white tin can. He helped me into the life jacket and made sure that it was tied up so that I could not fall out of it and holding my hand he walked me down to the dock and the water-filled boat.

Carefully looking down at me he said, "Now the most important thing to remember is for you to stay in the boat and for the water to get out of the boat." I remember nodding and thinking that this should not be too difficult as yesterday I had been able to get into the boat and remain in it even though all that rain water was in it. As we walked down the dock I viewed the boat very differently as now I was going to be even more a part of it. I was going to help it! Once again I sat down on the dock by the boat and carefully reached out with my foot to touch the centre seat. Remembering my adventure from the day before I recalled that the water in the boat would rush to my side and make things rather exciting so I carefully walked to the centre of the seat and then turned around and looked up at my Grandfather standing on the dock.

"Well done!" he exclaimed and then asked me to move to the back of the boat and sit on the very back seat. It was a bit of a stretch but by standing carefully on an old wooden box that was sitting in between the two rows of seats I managed to reach the back of the boat with two dry feet. Once there Grandfather then knelt down on the dock and handed me the bright red and white tin can he had brought from the cottage. "Campbell's Tomato Soup" it said in large letters and it was opened at one end. "This is what you use to bail the boat out. Just fill the can up with water from the bottom of the boat and then pour it over the side," he explained but quickly added, "but be very careful as the tin does not float and if you drop it over the side of the boat into the water, it will sink to the bottom and be lost forever!"

So with this carefully worded explanation and warning I sat down on the rear seat of the boat and began to experiment with this thing called bailing. At first Grandfather kept a careful eye on me as he did not want me to fall into the water that was inside the boat or for that matter outside the boat. It seems that he had been lectured about my fascination with all forms of water and he would be held responsible if anything happened. My Grandmother was very protective and explicit at all times.

The action of filling the can up was so exciting. The water would rush into the can and then stop, and by carefully lifting it with both hands I would then place the contents of the can over the side of the boat into the river. Grandfather commented that I was doing a fine job and then began to fish

off the end of the dock. Now on my own I continued in my task carefully pushing the can into the water, watching it fill up and then pouring the contents over the side. This went on for some time and then a change happened. Though there was still water in the bottom of the boat, the water would no longer enter the tin, the brim of the tin was now higher than the level of the water so something else had to be done!

I soon found out that by laying the can on its side the water would readily enter the can again but you had to be careful when picking the can up as the contents would run out of the can just as quickly as it went in! So with a bit of experimentation I found that by moving the can sideways through the water you could fill the can and get most of the contents over the side of the boat. However, there was a danger. This sideways motion also presented the possibility of losing the can over the side too if you did not hold onto it and that was best done not by placing two hands around the can but by using just one hand holding onto the rim and the other supporting the weight on the tin's bottom.

This action continued for the better part of an hour. Many years later, about forty years to be exact, my Grandfather commented to me that he knew from that day forward that I would be as patient as he was and I would always love boats. Now as I gradually emptied the boat it began to ride a bit higher in the water and looking over the side of the boat I then spotted my very first real fish! "Grandfather", I shouted. "Look!" pointing at the fish. "Ah yes" he replied, "that is a sunfish. There are lots of them here, and he probably has some friends here too!" I carefully watched this small wonderful fish as it moved through the water with such grace and it looked so beautiful as well. After a while the fish swam out of my view and I returned to the job of bailing. Soon the bottom of the boat was in view and by carefully following the instructions of my Grandfather to now sit in the rear corner of the boat, the water gathered in a neat pond under the seat which made my bailing task much easier. By the middle of the morning my task was done. The boat had been bailed and now the sun shone down on the river's surface creating small jewel-like images just like those on the post cards that my Grandmother would be sending off to her friends.

Grandfather moved back from the end of the dock and viewed my work. "Now that's a very fine job. You'll make a great sailor.", he said and I was very pleased. As he said that an image came into my view from the river. Turning to see what was out on the river I saw a boat just like the one I was sitting in moving through the water with two people in it. "Look!" I said "Look at that!"

"Ah, yes," Grandfather said, "and after lunch that will be you and me."

Next: "Beyond the Dock"

# New Recent Reads Book Reviews

Reviewed by: R. John Garside, [AP](#)



## Those Lakeshore Years 1937 - 1962

Author: Taun Robertson

Pages: 296

Published: 2015

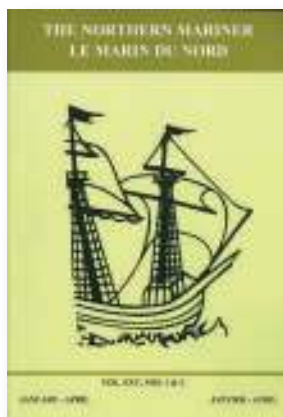
Publisher: Shoreline

ISBN: 978-1-926953-31-1

This book will not only appeal to those who grew up in Montreal and are familiar with the Pointe Claire area but also anyone who is interested in knowing some fascinating local history. For myself this book was a very good read, as even though I am from Toronto, when I visit Montreal I always try to make it to Pointe Claire, as that is where my grandfather was buried in 1933, in the Military Cemetery. I first visited this part of Montreal in the late 1980s and that exploration was done on foot. As I walked through Pointe Claire I was struck by how unique this small enclave was from the rest of the island, and being curious I was glad to have found this book.

The author, who was born and raised in the area, takes the reader on a very well painted journey through the town, its ups and downs and of course the story of the people. This makes the book a fascinating read as it illustrates the evolution of the village of Pointe Claire into a town and beyond. For many a Montrealer this was a summer cottage site in the 1930s and as time moved on, the growing village takes on a unique flavour and as it sits right on the St. Lawrence the opportunity to explore and live by the water is a big factor in the town's development.

The book is divided into several sections and carefully walks the reader through the changing times. I often found myself feeling very much part of the story. In addition to being well written there are lots of interesting photographs depicting not only the town and its growth but also the numerous boats



that are mentioned in the book. Taun's family was very active in the town and the local yacht club became their focus for many years. Many of you will appreciate this attachment to the yacht club because it is through this that Taun's writing really shines as you get to see the evolution of small vessel cruising unfold right in front of you.

## The Northern Mariner / Le Marin du Nord

Executive Editor: Paul Adamthwaite

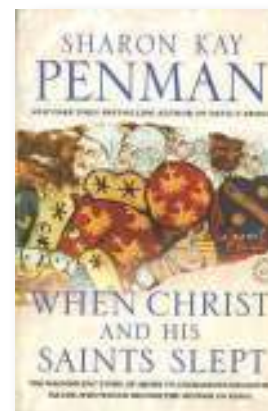
Pages: 216

Published by: The Canadian Nautical Research Society

ISSN No: 1183-112X

When I moved to the small town of Picton, Ontario I was not aware of the wonderful nautical resource sitting on the main street of my new town. But after just one visit to the old Post Office Building I was hooked. Here in this small town of just 4000 is the headquarters of the Canadian Nautical Research Society which contains many wonderful nautical books! The Northern Mariner/Le Marin du Nord is their quarterly publication and it is filled with fascinating short and learned articles about just about anything you want to know about ships, training, or the evolution of anything in a nautical theme. It is printed in two languages.

Like many research publications the articles are very well written and presented. Each one casts a light on some interesting part of the nautical world. The issue that I read filled in several historical knowledge gaps for me. Towards the end of the book is a chapter dedicated to amazing nautical book reviews from around the world. That alone was worth the purchase price! So if you like to find out some of the finer points



of shipbuilding in the 1600s or the evolution of knots, or just what France did with all the captured English sailors during the Napoleonic War this is where to begin your read. You will not be disappointed.

## When Christ and His Saints Slept

Author: Sharon Kay Penman

Pages: 759

First Published: 1995

Publisher: Ballantine Books in 2009

ISBN: 978-0-345-39668-6

As I read this book over the course of three weeks I was constantly reminded by the story line how unsettled life is when there is civil unrest. Today there is the Middle East with Syria, Iran and Iraq but in the year 1135 A.D. a big change was about to take place in England. That year King Henry I dies and the resulting political upheaval rocks the county for decades. It is civil war at its worst. Penman writes this piece of historical fiction through the eyes of a fictional character that lets us see into the back rooms of the politicians of the time and is able to paint wonderful scenes of pageantry as the story line advances through time. I found the book very interesting as a student of English history and after reading it the first time I then sat down with the book again and did a re-read, it was that good. One of the keys to making sense of the time period and the characters is found in the first few pages of the book where a detailed map supplies you with the "where", and a comprehensive genealogy lists the book's leading characters. So at the end of the day, while tied up at the dock or off the hook, this book will certainly keep you entertained.



## Sea Salt Galley Kat's IRISH WHISKEY GRILLED BABY BACK RIBS

### INGREDIENTS:

#### What you will need for the sauce

2¼ tablespoons vegetable oil  
½ cup minced onion  
1 cup water  
½ cup tomato paste  
½ cup white vinegar  
½ cup brown sugar  
2½ tablespoons honey  
2 tablespoons Worcestershire sauce  
2 teaspoons salt  
¼ teaspoon coarsely ground black pepper  
1¼ teaspoons liquid smoke flavoring  
⅓ cup Irish whiskey  
2 teaspoons garlic powder  
¼ teaspoon paprika  
½ teaspoon onion powder  
1 tablespoon dark molasses  
½ tablespoon ground red chile pepper

#### What you will need for the ribs

2 racks of baby back ribs  
1 can Guinness beer  
⅓ cup Irish whiskey

Katherine Haslam,  
Montreal Power and Sail Squadron  
<http://www.seasaltgalleykat.com/pork/irish-whiskey-grilled-baby-back-ribs/>



At the beginning of each season I make up a batch of sauce and bring it onboard. Two cups of this sauce goes a long way, keeps well refrigerated and is great slapped on not only ribs but also on burgers, steaks, fish and chicken. I've even slathered it on the odd slice of bacon or two.

### PREPARATION:

#### Preparing the meat

Remove the membrane from the back of each rack. Cut into pieces, about 4" each. Place Guinness and ⅓ cup of whiskey into pressure cooker. Add rib pieces. Place lid and set on pressure cooking on high for 35 minutes.

#### Simmering the sauce

While ribs are cooking, in a saucepan heat oil and sauté onion until soft and translucent. Throw in the rest of the sauce ingredients and simmer until rich and thick, about 1 hour.

#### Putting it all together

When pressure is released, carefully remove ribs from liquid. Slather generously with sauce on all sides. Set grill on high and cook ribs until sauce caramelizes on each side.

## CPS-ECP Member Benefit

### Natural Marine

Natural Marine, a CPS-ECP Proud Sponsor, presenter of the annual CPS-ECP National Environment Trophy, is offering all members a \$20 OFF manufacturers mail-in rebate on any 3 products from their Canadian-made line, bought over the season. Offer extended to 2016.

For more details please consult the CPS-ECP.ca Website



# CPS-ECP CONFERENCE 2016

October 25-30



**Great to meet you in Vancouver...** The 2016 National Conference for Canadian Power and Sail Squadrons will be held Tuesday October 25 to Sunday October 30, 2016 at the Sheraton Vancouver Wall Centre in Vancouver.

For the fifth consecutive year, Vancouver was named the "Top Destination in Canada" in Travel Weekly's Reader Choice Awards. This award is voted on by accredited travel agents and presented annually. Vancouver boasts unparalleled beauty which is matched only by her vast cosmopolitan services and dizzying array of attractions. Vancouver is truly one of the most picturesque cities in the world and the third largest film production centre in North America.

Sheraton guests will find themselves in the heart of Vancouver surrounded by the boutiques of Robson Street, steps from trendy Yaletown and Granville Island, outdoor markets, clubs, art galleries, theatres and the city's business and financial district. A variety of local and international dining choices are available.

## CONFERENCE LOCATION AND LODGING

The Sheraton Wall Centre offers superbly attentive dynamic hospitality that blends in perfect harmony with the cosmopolitan style of the city. There are 733 guest rooms each boasting unbelievable views of the city, surrounding mountains or the breathtaking views of the Pacific Ocean.

Popular off site attractions include the Vancouver Aquarium, Vancouver Art Gallery, Maritime Museum, Science World, Centre for Performing Arts, Queen Elizabeth Theatre, Stanley Park. In addition to Robson Street shopping, the Pacific Centre Mall is nearby. The Museum of Anthropology at UBC is also a magnificent attraction.

## PRELIMINARY AGENDA

The Vancouver 2016 conference will follow the format the members of CPS-ECP have become accustomed to over the past few years. The tentative highlights at this time are:

Registration commences on Wednesday night for arrivals with competition drop-offs beginning at noon on Wednesday. Thursday brings the Board of Directors Orientation in the morning and meetings in the afternoon. Newcomers will be welcomed Thursday afternoon with a reception at 4:30 p.m. Friday, the Squadron Commanders, District Commanders and Educational Department will hold their meetings. As well, there will be informational seminars. Friday evening offers the fun filled theme dinner "Explorers of the West Coast". The Annual General Meeting will be held Saturday morning with the Chief's Gala dinner and dance Saturday evening.

## TOURS

From our tour director Darren Dyck - Looking forward to the upcoming CPS-ECP conference in beautiful Vancouver this October. There are four exciting tours available to show off the beauty and diversity the city has to offer. There's so much to see in Vancouver and the surrounding area that the organizing committee has had to work hard to present a very broad sampling of the city's best. There is something here to offer for everyone and it is truly hoped that every guest has the opportunity to experience at least one of these tours.

Complete tour descriptions and registration are available at: <http://vancouver2016.ca/index.php/en/>. Register Today!

# CONFERENCE 2016

at the Sheraton Vancouver Wall Centre Hotel • October 25-30, 2016

1088 Burrard Street, Vancouver B.C. V6Z 2R9 Phone 1 800 325 3535

CPS-ECP Conference 2016, 26 Golden Gate Court, Toronto, ON M1P 3A5 [hqg@cps-ecp.ca](mailto:hqg@cps-ecp.ca) Fax: (416) 293-2445



REGISTER ONLINE AT: [www.cps-ecp.ca](http://www.cps-ecp.ca)

All fields are required

First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Grade \_\_\_\_\_  
Guest's First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Grade \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Province \_\_\_\_\_  
Postal Code \_\_\_\_\_ Tel \_\_\_\_\_ E-mail \_\_\_\_\_  
Squadron \_\_\_\_\_ District \_\_\_\_\_  
Member no. \_\_\_\_\_ Officer Position \_\_\_\_\_

Is this your first national conference?  Yes

## FULL CONFERENCE MEAL PACKAGE

Includes Friday Theme Dinner and Party, Saturday AGM Luncheon and the Chief Commander's Gala Dinner and Dance

\_\_\_\_\_ x \$230\*/260 = \$ \_\_\_\_\_

If you or your spouse do not wish to attend all conference meal events, book separate meals below

## Individual Conference Meals

Thursday Board of Director's Luncheon	_____ x \$50	= \$ _____
Friday Educational Department Luncheon	_____ x \$50	= \$ _____
Friday Theme Dinner – "Explorers of the West Coast"	_____ x \$85	= \$ _____
Saturday AGM Luncheon	_____ x \$65	= \$ _____
Saturday Chief Commander's Gala Dinner & Dance	_____ x \$115	= \$ _____
	<b>TOTAL</b>	= \$ _____

**\*Early registration rates apply if received on or before September 12, 2016**

## PAYMENT INFORMATION

Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2016. Note: Post-dated cheques will not be accepted.

Mastercard  VISA Name on the card \_\_\_\_\_

Card no. \_\_\_\_\_ Expiry Date (mm/yy) \_\_\_\_\_

Signature \_\_\_\_\_

Dietary or physical restrictions and other requirements: \_\_\_\_\_

After September 12, 2016 higher registration rates will apply.

National Officers who have their hotel accommodations paid by CPS-ECP must make their reservations directly with CPS-ECP. All Officers and members are encouraged to attend the seminars, presentations and Annual General Meeting at no cost.

## CANCELLATION POLICY

Cancellations on or before Sept. 15, 2016 are accepted with no penalty. From Sept. 16, 2016, all cancellations are subject to a \$35 fee per person. After October 10, 2016 cancellations will be partly refunded only if other participants register to take your place.



THE PORT HOLE



[boatingcourses.ca](http://boatingcourses.ca)

Photo: Don Butt

Bandit

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