

THE PORT HOLE

SPRING 2016

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Photo: Don Butt



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

WINDSHIFTS



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

As most of us can attest to, boating on the water is a wonderful experience, full of fresh air, beautiful scenery and pleasant relaxation at the end of a cruising day. However, not everyone has a positive experience as each and every year there are numerous boating accidents on Canadian waters resulting in damaged boats and people, many of which could have been prevented.

So to address this concern I have featured three articles in this issue of *The Port Hole*. One on the selection and value of wearing PFDs featuring our partner in boating safety, Salus Marine Wear, a Canadian manufacturer of PFDs.

Another article highlights the value of the Recreation Vessel Courtesy Check (RVCC) that your Squadron can conduct in spreading the good news about safe boating. During each inspection there is ample opportunity to point out any safety related issues that come to light.

Then as we all know, boating accidents do happen, but the question is “Why?”. A new approach was explored and delving into the matter made for a most interesting journey of facts, figures and conclusions.

I would also like to introduce three new continuing features of *The Port Hole*. The first is a series of interviews with three Squadron Commanders spread across Canada, one from the East, one from the West, and a Central one too. These interviews will hopefully paint a picture of

CPS-ECP across the country, one that may even include your own Squadron!

In another series of interviews I will be speaking with some of our new members of the Board of Directors. and getting their views on CPS-ECP and the direction our ship is now taking.

And finally an article addressing our earliest aquatic memories, “Boats that I have known”. As members of CPS-ECP we all have felt the call of the water and it has often led us to various aquatic adventures. So I invite you to think back to your earliest aquatic experience as you read this article.

Boating is something you have to experience firsthand, simply reading about it is not enough to enjoy the feeling of being afloat. So I invite each one of you to read through this issue and let me know what your first contact with the water was and where it led you to.

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 Summer edition of *The Port Hole*. The deadline for submissions is April 1, 2016. Send photos and articles to: theporthole@cps-ecp.ca

Upcoming Features:

Readable Relics
Safety Afloat – Watching Out for Your Neighbour
Chart Updates
Where did the CPS-ECP Library Go?
Another Director Interview
A National Person Interview
Three More Squadron Commander Interviews – West, Central and Halifax
A Port Hole Survey



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WOULD YOU BET \$200?

Cathie Johnstone, National Executive Officer

We all talk about ways to let the public know who we are and that there are many people who have still never heard of CPS-ECP. One of the ways to get our name out to the boating public is the Recreation Vessel Courtesy Check (RVCC) program.

While talking to your fellow boaters about the required safety equipment, you have the perfect opportunity to talk about the courses we teach and the fun they can have joining an organization that gives them access to member benefits and participating in Squadron events with boating friends. Many of our boating friends met through their local Squadron events and have developed what will become lifelong friendships. There are many new boaters who are looking for the opportunity to join up with experienced boaters who can show them the ropes (lines) and share local knowledge.

Here is the 60-second message that you can use to start the conversation.

“Would you bet \$200?

That’s the cost of a fine for not having the required safety equipment in good working order on your boat. Let CPS-ECP volunteers help you beat the odds.

We will check your boat for free... and if you have everything you need, you’ll get a Safety Inspection Sticker.

If you don’t have everything... we will explain exactly what you should have on board so you can be sure to win that bet.”

FLARE DISPOSAL

Sarah-Jane Raine, S, National Administrative Officer

How do you dispose of outdated flares? All flares have an expiry date and after that date, you have to replace them with current flares. What to do with the old ones has been a problem for many years in Canada.

The Canadian boating community is fortunate that CPS-ECP has partnered with CIL-Orion and Transport Canada, to come up with a program to assist boaters to dispose of them in a safe way. The Squadrons across Canada have an opportunity to set up a day with a marine supplier or a marina to collect outdated flares from individuals. Marine flares from any manufacturer will be accepted. They will

box them and send them back to CIL-Orion to be properly disposed of and taken out of the system so that they do not end up in the garbage or other unsuitable places.

Flare disposal is one objective of the “Safety Equipment Education and Pyrotechnic Flare Disposal for Recreational Boaters” program. This is also an excellent opportunity for Squadrons to promote their boating courses and any other activities the Squadron provides the boaters in the local area. Making this a fun day for your Squadron by having members present to chat with boaters who bring in their outdated flares about boating, boating courses, boating safety, etc. is a super way to get CPS-ECP known to the community. Any Squadron that is interested in hosting an event should contact their District Commander to show their interest.

During the last two years, over 30,000 outdated flares were disposed of, so let’s make this another successful year.

OUTREACH EDUCATION AND ONLINE COURSES

Don Griffin, AP, National Educational Officer

The Educational Department is continuing its efforts to make CPS-ECP courses available to more people by improving our capabilities to offer online courses to Canadians in remote areas of the country. The Outreach Committee is reviewing the feasibility of creating an online product that could be used by Squadrons or by self-study students as a supplement to the Maritime Radio Student Notes. The Outreach Committee is also working with various Squadrons to develop the necessary expertise to use *GoToMeeting* and *GoToTraining* software to deliver courses to students from more than one squadron at the same time.

The ongoing work, to ensure that our courses are up to date in both official languages, continues with our volunteers putting in the hours necessary to complete the reviews and translation.

The Educational Department Guide has been redone and is the process of being translated into French.

I hope that everyone has a safe and enjoyable boating season.

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Canadian Power and Sail Squadrons

Published by Authority
of the Board of Directors

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Published 4 times per year:
January, April, June and September.
Copy deadline is ten weeks prior to publication. Editorial copy and correspondence should be sent to theporthole@cps-ecp.ca

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FROM THE NATIONAL FINANCIAL OFFICER

Doug Stewart, AP, National Financial Officer

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

SQUADRONS AND DISTRICTS ARE TRUSTEES

Charles Beal, National Law Officer

CPS-ECP provides courses as part of our promise to promote boating skills and boating safety to the public through education. That

activity forms a large part of how we meet our charitable objectives. It generates revenue for the organization which is not subject to the usual forms of taxation because of our charitable status. It also creates an obligation on each of the Squadrons and Districts to use the money they receive to carry out activities promoting our charitable objectives. In other words the money is being held in trust. What does that mean?

A person holding property in trust (the "trustee") has the legal ownership of the property, but has a legal obligation to use the property for the benefit of another (the "beneficiary"). For example, when someone with a will dies, the will serves to identify the executor (the trustee) who then gets legal ownership of all of the deceased's property. But, the trustee must deal with it according to the terms of the will. Trustees are held to a high standard. They cannot take any benefit from the trust property. They must always act in the beneficiary's best interest and only use the trust property for the beneficiary's benefit. Accumulating cash does not fulfill our trust obligations. We have an obligation to use the funds we hold in trust for the benefit of our beneficiaries, who are the Canadian boating public.

UPCOMING EVENTS

Help Promote Safe Boating, your Squadron and CPS-ECP

Wear Your Life Jacket to Work Day | May 20, 2016 | www.readysetwearit.com

Join your colleagues, peers, and friends around the world in demonstrating how easy it is to wear a life jacket – even at work. The Safe Boating Council is asking you to take a photo of yourself wearing your life jacket at work. Don't forget to post your photo on the "Ready, Set, Wear It!" Facebook wall (www.Facebook.com/ReadySetWearIt) or email to outreach@safeboatingcouncil.org for others to see that you "Wear It!" at work.

Ready Set, Wear It | May 21, 2016 | www.readysetwearit.com

Participants in cities around the globe will gather to set a world record for the most life jackets worn and inflatable life jackets inflated. The goal is not only to promote the comfortable and versatile options when it comes to life jackets, but also to educate the public about life jackets and safe boating in general. Don't forget to post photos on the "Ready, Set, Wear It!" Facebook wall (www.Facebook.com/ReadySetWearIt) or email to outreach@safeboatingcouncil.org for others to see.

Safe Boating Week | May 21-27, 2016 | www.csbc.ca

The purpose of Safe Boating Awareness Week is to promote safe boating practices to the estimated 16 million recreational boaters in Canada who hit the water each year.



NEW MEMBER BENEFIT ALSO HELPS SQUADRONS

Steveston Marine & Hardware was established in 1941 to serve the commercial fishermen in the Village of Steveston, British Columbia. The old saying, "If Steveston Marine & Hardware does not have it or cannot get it, it's probably no longer made," stands true even today. Our mission is to provide the best service and selection at fair pricing, period.

Steveston Marine & Hardware is proud to be the preferred online marine retail supplier to CPS-ECP members across Canada. You can now access our legendary service nationwide with our online store, which has over 88,000 items—the largest online chandlery in Canada. Steveston Marine & Hardware carries all the major brand names and more. We carry the widest selection in all of Canada and are able to procure in a short time items that are not stocked.

Steveston Marine & Hardware is able to ship, freight free, orders over \$99.99 to most major centres in Canada (freight charges may apply in certain outlying areas).

As a Canadian company, purchasing from Steveston Marine & Hardware saves you currency exchange rates, freight, customs and excise duties and brokerage charges.

As Steveston Marine & Hardware deals with major suppliers all over the world, we are able to accommodate custom orders for items not listed on our site.

Member Benefit Details:

1. Steveston is offering an 8% discount to CPS-ECP Members on all online and in-store products, excluding sale items.
2. For all discounted purchases made by a CPS-ECP member, a 2% rebate shall be returned to the CPS-ECP member's Squadron.

The benefit helps both the member and the member's squadron. In order to take advantage of this offer, members will need to register with Steveston Marine and provide their member number during registration.

Our aim is to do our best to satisfy all types of boat owners with fishing, sailing and powerboats. Visit our website and sign up today! We look forward to serving you.

www.stevestonmarine.com/register

NEW PROCEDURES FOR SMALL BOAT REPORTING TO THE U.S. BEGINNING 2016

U.S. Customs and Border Protection (CBP), Office of Field Operations, announces new procedures that are coming to the inspection process for foreign flagged private boats. These procedures will be in addition to the reporting process currently in place.

All operators of pleasure boats must report to CBP immediately upon arriving into the United States from a foreign port, place or location; or if they had contact with another vessel outside the U.S.; or if they have received merchandise outside U.S. territorial waters. Foreign flagged pleasure boats must also make a formal vessel entry on CBP form 1300 within 48 hours and pay applicable fees. At the time of entry boaters may request a cruising license from the applicable CBP port director.

"The cruising license will greatly facilitate multiple entries during the year and avoid additional fees for boaters," said Bellingham Port Director Diana Sandoval.

A cruising license may be available to boats departing from Canada and arriving in the Puget Sound area. A cruising license may exempt foreign flagged pleasure boats (from certain countries) from having to undergo formal CBP entrance and clearance procedures, except at the first CBP port of entry each and every year. Cruising licenses are normally valid for one year.

The operator of a foreign flagged or undocumented foreign pleasure boat without a valid U.S. cruising license must obtain CBP clearance before leaving a port, place or location in the United States to depart to foreign waters or must obtain a permit-to-proceed if travelling to another port, place or location within the United States.

The master, or operator, of a foreign flagged boat not travelling under a cruising license will be required to file a formal entry and clearance each time they enter the United States, file the appropriate paperwork and pay the applicable fees.

Foreign flagged boats travelling under a cruising license would not be required to purchase a CBP decal, which is currently \$27.50 USD for the year.

For questions, please contact the Small Boat Reporting Line at 1-800-562-5943.



Bradley Schmidt
Markham Agincourt Power and Sail Squadron

Readers of *Jet Set* may remember a cliff-hanger from the Fall, 2015 issue. I described an afternoon gone wrong on the water when the engine on our 1990's aluminum bow-rider suddenly quit. Naturally it happened when the in-laws were visiting for the weekend. We got to shore with our 4hp kicker and later found the issue – an oil line had started to decay, starving the engine of oil temporarily as we were slowly sightseeing at idle. In that article I wrote, “*I fixed the old brittle hoses with \$0.39 worth of vinyl hose, and ran a tank of premix on the next outing while the pump had time to prime and fill the lines. Yes, the motor still runs, but I'm afraid serious damage may have been done because of a very simple and inexpensive repair that was missed. I recommend everyone with a motor 10 years or older change those hoses now, and check them regularly. Had I spent that \$0.39 at the start of every season my boat wouldn't be sitting at a marina right now waiting on the verdict from a marine mechanic. Fingers crossed.*”

I waited patiently for the verdict and was relieved to get the all-clear from our marina. The mechanic indicated that the compression was still good and the motor seemed to run as it should. They gave it a clean bill of health. We used the boat for the remainder of the season without any further issues.

Life can be funny sometimes though. Any research I've done on repowering my boat has pointed towards Evinrude's E-TEC technology. My boat is rated for a 75HP engine. I like to save money by purchasing new, non-current items. When I dropped the boat off for its inspection something shiny and new caught my eye in the marina showroom. In an area with a population of under 10,000 people it's rather coincidental that the only motor on display at the local marina was a brand new, non-current 75HP E-TEC – the exact motor I would choose to repower my boat!

With the boat winterized and the Toronto Boat Show approaching, my thoughts turned to the upcoming boating

season. With more hours in the boat last year than any before I started to question the longevity of our 24 year old outboard. I worried that I would spend more time fixing it than using it. After letting us down once I was concerned what the future would hold. I called the marina to see if they still had the E-TEC I saw in the fall. They did. I started to think about the added horsepower and how easily we could get on plane with a fully-loaded boat. I thought about being able to pull the tube with more passengers than just one spotter in the boat. I called the marina to see if they had any promotions and sure enough Evinrude was offering a 7 year warranty, free rigging and controls, great finance rates, and a free propeller if you sign a deal at the Boat Show. It just kept getting better!

We went to the boat show in January, met with our marina owner, and made a deal on the motor. By the time Spring arrives we will have a brand new 2011 Evinrude E-TEC 75 installed on our boat! I am making a prediction that the repower will set us up for new adventures in 2016. With the confidence of a reliable engine behind us we have trips planned to not only our usual destinations, but to the Thousand Islands area near Kingston and Gananoque, the Prince Edward County area, and the Ottawa River.

So why E-TEC? While other manufacturers concentrated on changing from 2-stroke to 4-stroke technology to reduce emissions, Evinrude developed a fully electronic direct injection 2-stroke technology that burns cleaner than competitive 4-strokes. What that means is I can have 2-stroke power and torque from an engine with fewer cylinders, much less displacement, and considerably less weight than a comparable 4-stroke. It seems like the perfect solution for a small boat like mine.

Choosing the Right PFD

John Gullick, *AP*
with notes from Steve Wagner, Salus Marine Wear

PFD and lifejacket designs have become increasingly complex and specialized. The study of body movement and advanced material technology, combined with increased consumer demand for quality and choice, have allowed and inspired manufacturers to design and develop more choices than ever before.

The difference between PFDs and Lifejackets:

Lifejackets

- Minimum of 22 lbs. of flotation
- Required to roll a person face up
- Must be Red, Yellow or Orange only
- Reflective strips are required
- Must be Canadian Coast Guard or Transport Canada approved

PFDs

- Minimum of 15 lbs. of flotation
- Not required to roll a person face up
- Can be any colour
- Must be Canadian Coast Guard or Transport Canada approved

Choosing a good PFD extends beyond just colour, size, and price. Not all vests work for all people and no one vest works well for all activities. In choosing what is right for you, some research is required first.

WHAT'S YOUR SPORT?

High Speed Sports

High-speed activities, such as wakeboarding, tubing and waterskiing, or operating a personal watercraft or performance boat, can result in high-speed impacts. For these types of

activities a strong secure PFD, with tough zippers and multiple straps with snap buckles, is highly recommended. Some types of PFDs are specifically designed to withstand impact with a steering wheel or handle bar. They can also help someone withstand falls when being towed. Water can be very hard when you are travelling at over 50 km/hr.

Angling and Hunting

Special PFDs have been designed for anglers and hunters. They are lightweight, comfortable and come in colours that include camouflage. They can also have many pockets and patches to hold lures and other angling/hunting accessories.

Paddle Sports

For sports that involve frequent visits to the water, such as white water kayaking, you will want a vest with lots of adjustments to create a secure fit that will eliminate in-water ride-up. A secure fit can also be achieved with leg harnesses or straps high under the arms, but arm straps can be uncomfortable when paddling and leg harnesses are not the 'coolest' look.

For sports that involve less frequent visits to the water, such as canoeing or sea kayaking, there are more options. Looser fitting PFDs are more acceptable for these sports and can be more comfortable. Larger armholes provide minimal interference with your paddle stroke, but in the event of going over, the looser fit may result in the jacket riding up under your chin as you're floating. Another benefit of the looser fit is venting, which keeps the wearer cool and comfortable. If you're not going to be getting wet doing Eskimo rolls, venting of some kind is required to stay comfortable during long, hot paddling trips. These PFDs also tend to be a little easier on the pocketbook.

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Fitting your vest

Having chosen the right type of PFD you need to make sure the vest fits. When you try on a new pair of shoes in the store, you lace up the shoes, stand, walk around, and maybe even jump and move in funny motions to simulate your activity or sport. Trying on a PFD is no different. Wearing a comfortable PFD can be the difference in making your sport more enjoyable. A well-fitting PFD is barely noticeable, and allows you to comfortably move freely.

Start by considering chest size as written on the inside of the PFD, but use this only as a guide. Keep in mind that different genders and body shapes will also influence fit. Second, consider the time of year that you will be travelling and the clothes and gear underneath your PFD.

Heavier clothing, dry tops or foul-weather gear will often mean that you need to move up at least one PFD size. Better PFDs and lifejackets, offer multiple adjustments, allowing you to adjust the fit to accommodate different types of clothing.

Once you have a PFD that fits you, consider how you will be positioned and how you are going to move in your vest. Sit in your boat of preference. Check the out-of-water ride-up. Does the PFD fit well with your dry top? Is it still comfortable? If you paddle, practise your paddle stroke. If you still like the PFD, consider other details that may affect fit or convenience. Pockets are great, but consider something stuffed into this pocket. Is it now in your way? Is the pocket large enough for what you want to carry?



Photo: Andy Adams

Recreational Vessel Courtesy Check Program

Pete Barbour
Ontario Region Volunteer Coordinator

The Recreational Vessel Courtesy Check (RVCC) program provides an excellent opportunity for members of CPS-ECP to interact, promote our training opportunities and to help make boating safer.

Courtesy checks are only performed with the consent of the vessel owner; there is absolutely no exchange of information with enforcement personnel. RVCC trained inspectors use their personal skills, enhanced by the RVCC training program, to review the level of required safety equipment based on the size of the craft and the minimum requirements of the Department of Transport. Boats that are in compliance are provided with a decal that signifies the vessel was properly equipped as of the date of inspection.

Information about the benefits of CPS-ECP membership and available training courses can be provided during the RVCC inspection.

This is a wonderful opportunity for Squadrons to reach out to their local boating community and offer a free service and make a face to face contact.

CPS-ECP has produced a training video in both English and French to be viewed by all those volunteers who wish to continue to conduct Recreational Vessel Courtesy Checks. The video is about twelve minutes in length and covers inspections of both small and larger vessels. The video basically follows the RVCC form, starting at the top then moving down the left hand side followed by the right side.

The RVCC Training Video can be found at: <http://www.smartboater.ca/rvcc/>

Squadron Commander Interview – Alan Johnson, Windsor Squadron



Squadron: Windsor Power and Sail Squadron

Location: Windsor, Ontario.

Squadron Commander: Alan Johnson

Warrant Issued: 1937

Membership: 382

Life Members: 25

Newsletter: Yes

In my first round of Squadron reviews I selected one Squadron from each coast and a central one. The central selection was Windsor. Why? Because it was the first Canadian Squadron to be issued its Warrant in 1937. It is the start of CPS-ECP's presence in Canada. So on a cool January afternoon I contacted the Squadron Commander, Alan Johnson, and had a pleasant conversation and learned that a great number of things were happening in Windsor.

Alan has only been with CPS-ECP for eight years and was drawn into the organization through his contact with P/C/C Joe Gatfield. Alan recalls writing his PCOC exam in Joe's office and being drawn into the organization with Joe's comment about the good feeling that you get when you are active in CPS-ECP – "there was a sense of giving back to the boating community". Alan soon was involved in many aspects of the Squadron and now as Commander finds "it is lots of work, but there are lots of great people" to share the burden with.

Presently there are nine very dedicated people on the Squadron's Bridge and each and every month except for August they meet for about one and a half hours to deal with the business of the Squadron. In the education department they are offering five courses in 2016; PCOC, Boating 2, Boating 3, Marine Electronics and Maritime Radio. These courses are handled by four competent instructors and the size of each class varies depending on demand. Their Boating Courses usually get 10 students. When it comes to a teaching location Alan pointed out that there are several sites to choose from, the local Credit Union and yacht clubs offer free rooms, and if there is a need for something different they have access for a fee to the local school rooms.

On the local boating scene there are many choices. The city of Windsor has four yacht clubs and the Squadron has a presence in each one of them. The Squadron also participates in the District's Rendezvous as well and there is always a good turnout. During the year there is also the opportunity for the membership to get together on a quarterly basis and enjoy a social event, including winery tours, short seminars and in the warmer months a Squadron BBQ.

Alan is a sailor and has a Beneteau 345 which has provided him with lots of good sailing memories and he has travelled as far as the North Channel located in the uppermost part of Georgian Bay. On a weekly basis in the summer, Wednesday is the local racing night and Alan along with a crew of seven or eight participate as often as they can. The race usually lasts about an hour and a half and everyone, winners, losers and others all have fun.

With over thirty years of sailing experience Alan is very aware of the

safety end of boating as well. Though he admits that his wife Carol is much more safety conscious than he is, as she has always been known as "Safety Carol". Those that find themselves on Alan's boat are always briefed about where things are and if you are under the age of sixteen you must wear a PFD. "Safety is not an option", and "Safety Carol" makes sure everyone understands what is expected of them so that each trip for the participant is one of happy memories.

Alan also emphasised that teaching was the most important part of being with CPS-ECP and the Windsor Squadron is always interested in testing new waters. When I asked Alan what his vision for CPS-ECP was he replied, "We have an ongoing project with the Windsor Essex Leadership program run through United Way. They have come up with a mentorship program, connecting existing member/boaters with new boaters who could benefit from our experience and courses. The idea is that they will have a contact to gain knowledge from and that the mentor can promote and direct them to our courses. We will share this with the classes in our Boating #2 course but the formal launch will be in March with an initiative in the planning stages that will be more of a "Marine Networking Night" for marinas and stakeholders."

So you can see that CPS-ECP's original Squadron is still leading the way and should you find yourself in Windsor on a Wednesday evening in the summer maybe you just might want to volunteer and be part of Alan's racing crew.

by R. John Garside, AP

The success of our Foundation depends upon each one of us

Ghislain Arsenault. SN
Director of the CPS-ECP Foundation
Trois-Rivières Squadron.

When we ask a new Squadron Commander to donate \$1.00 per member to register his Squadron on the Honour Roll of the CPS-ECP Foundation we may get a number of questions in response:

- Why should I send a cheque for \$200 to the Foundation when a substantial amount is already going to National from each membership card issued?
- What does the Foundation do with all this money? Can you give me examples of projects subsidized by the Foundation over the years?
- As a Squadron, we often have to fight for our survival on a day by day basis. We don't have any additional money for your Foundation.
- And the classic question: "Can you prove that these sums will be spent more efficiently than if we did it by ourselves?"

To answer these different questions, we must first go back to the Letters Patent dated November 5, 1975, stating the objects of the then new Corporation : "to provide funding for training and study courses and facilities in the field of boating, seamanship, piloting, navigation and safe handling of boats of all kind, and to extend support to the activities of Canadian Power and Sail Squadrons." In other words, to grow its funds to strengthen and guarantee the mission of Canadian Power and Sail Squadrons.

From this first document of the CPS Foundation, a few points can be deduced:

1. The Foundation is independent from the Canadian Power and Sail Squadrons and its purpose is to support CPS-ECP.
2. The first objective of our Foundation is to secure the future of CPS-ECP. To do so, it must raise funds and make them work to build up capital. From nearly nothing in 1975, the Foundation has accumulated a capital fund of \$ 1,000,000 which is invested to secure the future of CPS-ECP.
3. Every year, the Foundation is obliged to send 80% of its donations requiring an income tax receipt to CPS-ECP for projects directly tied to CPS-ECP.

Many projects such the Flares Kit or the CPS Plotter and now the Virtual Trainer are well perceived as tied to the Foundation and CPS-ECP uses the funds given by the Foundation to develop other projects. For example, our Chairman presented to CPS-ECP AGM 2015 a cheque for \$40,000! A cursory examination shows a total of practically \$300,000 invested in different projects since 1975. The Foundation Directors are guided by a golden rule: All Squadrons in Canada must benefit from the project!

4. The money received from the Squadrons is not spent. It is capitalized and reinvested in the future development of CPS-ECP. In investing in our programs, a Squadron states that it wants to participate in the development and influence of our national organization and secure the future of CPS-ECP.
5. Many programs enable Squadrons to invest in their Foundation. In order of importance:
 - A yearly donation to the Honour Roll of \$1.00 per member. Since the set-up of this program at the beginning of the nineties, more than a thousand donations have been received.
 - You can also immortalize the memory of a deceased member by giving to the Memorial Log.
 - An Affinity Pin can be purchased either individually or to present to a member to mark a special occasion or recognize the retirement of an officer.
6. Every Squadron can find an up to date listing of the projects funded by the Foundation and donations on this website www.cpsfoundation.ca. This is an invitation!

When we invest in the CPS-ECP Foundation, we deliver the following message : We are concerned for the future of CPS-ECP which depends on us!

We look forward to your support.

For more information visit: <http://www.cpsfoundation.ca/index.html>

Interviewing a Director – David Burt



“Before change, I wanted change!”

It is not every day that one gets to have a lengthy, informative and pleasant conversation with someone as busy as David Burt. David is one of the newest crop of CPS-ECP Directors and was introduced at the AGM during the recent Niagara Falls Conference. When I was planning this and future issues of *The Port Hole* I was thinking about the vast array of people that are involved in making CPS-ECP work and how each person has a unique pathway that led them to become a member and take on various responsibilities. David is no exception.

I contacted David early one January afternoon and had a very interesting chat with him. He had just finished doing a stint at the Toronto International Boat Show and pronounced that he was now much more proficient in operating the new boating simulator that CPS-ECP has acquired. He commented, “There is more to it than just an off and on switch, now I really know how to use it!”. His journey into membership with CPS-ECP took a bit of an unusual route, not unlike my own.

David’s boating experience before becoming a member was with his brother who boated on Lake Couchiching located just north of Lake Simcoe in southern Ontario. However, one day in the late 1990s David and his family became owners of a thirty-eight

foot house cruiser and a resulting challenging trip on the vessel had David a bit worried. So he asked his brother where he could take a course on boating. The brother responded, “CPS-ECP offers courses, take it!”

So that led to enrolling in the old Boating Course for David and 23 weeks later he graduated knowing a lot more about boating than he ever thought was possible. But this was only the beginning. His home Squadron at the time was Centennial Park and coming from a teaching background he got involved in proctoring and soon found himself the Training Officer of the Squadron.

So with this responsibility David became much more aware of the world of CPS-ECP and began to find himself drawn into the administrative side of the Squadron as well. In a relatively short time he became Commander and became very aware of the dramatic change that was taking place in the Squadron and the surrounding area. The large teaching classes of the early 1990s were no longer happening and his Squadron was no longer flush with volunteers. Speaking with his neighbouring Squadron Commander revealed that the Humber Squadron was also feeling the change in the wind and the two Commanders decided that a merger of their two Squadrons would be a good move.

Now both Squadrons were over fifty years old and this was not an easy decision to take but the indicators were all there, so the two Squadrons merged and became the Etobicoke Squadron and David was its first Commander. (I remember attending the gala event and wishing him well at the time.) At the District level, David was eager to pursue his interests in teaching so he soon became the District Training Officer which we now call the District Educational Officer. In his reports to the National he often expressed his concerns

over what was being taught and how it was being taught, and “was anyone asking the students what they want?”.

This interest led him into sitting on a committee that was re-writing the Boating Essentials Course and David could witness the process of change in CPS-ECP. Not very fast, but he saw change was possible.

So continuing with his teaching concerns he continued to wonder, “What do the students of our courses really want?” This question remained with David as he moved up the ranks and became involved in other aspects of the York West District. With each position there was more to learn, and at each stop more people to interact with and see what was going on in other parts of Canada.

However, the rate of change in CPS-ECP was not always to his liking, so last spring when he was invited to consider being a Director of the new Board which would be voted into office at the CPS-ECP Fall Conference, “it was certainly food for thought”. David thought about it, had several interesting conversations, and soon completed his application for a Director’s position. In the Fall of 2015 he became one of the new Directors of the CPS-ECP Board.

David now sits on the National Nominating Committee and is looking forward to this challenge as this committee “leads us into our future” and “provides an inside look at CPS-ECP on how it works, or does not work”. Another area of concern is succession planning, and what we are going to do about it, as this problem is not found only at the Squadron level but at all levels of CPS-ECP.

David commented that “we have a very passive membership, so how do we engage them?”. In his own home Squadron of Etobicoke, the result of the merging of two squadrons, there

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Photo: Andy Adams

From Left to Right. CPS-ECP Member Gary Clow, P and Canadian Safe Boating Council Chair, John Gullick.

CASBA Awards

The Canadian Safe Boating Awards or “CASBAs” represent the best of what’s happening on and around the recreational waters across this country. On January 10th, the Canadian Safe Boating Council hosted the annual CASBA gala evening in recognition of those who have distinguished themselves in the fields of boating safety and environmental stewardship during the 2015 boating season. The recipients represent the general boating community, volunteers, professionals, companies and organizations and were selected from a host of nominations received from the public at large from across Canada.

The CASBAs presented on this evening represented eight categories with nine recipients.

Top Volunteer Dedicated to Boating Safety: Gary Clow, P

As a volunteer with the Canadian Power and Sail Squadrons since 1998, Gary has served in a variety of capacities in two Squadrons: a newsletter editor and contributor, executive positions, including Commander, as well as a training officer. While Gary has given in excess of 2,500 hours of his time, it has been his commitment and drive to develop an on-water course standard that sets him above his peers. While others doubted it was possible, he committed his efforts to transitioning lessons from the classroom to application on the water.

Safeguarding the Environment: CIL Orion

Nobody wants to see expired marine flares dumped in our landfills and CIL Orion, in partnership with the Canadian Power and Sail Squadrons, has made a significant commitment to ensure these pyrotechnics are dealt with in an environmentally friendly manner. After a pilot project in 2014, CIL Orion committed to a Canada wide initiative to dispose of collected flares, regardless of manufacturer. In 2015, over 20,000 flares were neutralized and recycled at their facility in Quebec and it is projected another 50,000 may be collected over the next 2 years.

Marine Professional of the Year: Jim Millson

A serving member with the Ontario Provincial Police for over 30 years, Jim has spent a significant portion of his service dedicated to marine policing on the north shore of Lake Erie. His determination to address the many safety and policing challenges in particular for “Pottahawk Sunday” (2,500 boats and almost 10,000 people in the water) led to the creation of an operations plan that resulted in no impaired charges, no medical calls or stranded individuals and under 60 tickets laid despite 600 vessel inspections in one weekend. Jim’s reputation for engaging youth, working with clubs and marine professionals for positive results is admired by his peers. Jim also works closely with Port Dover Power and Sail Squadron and is one of their instructors.

Stearns Rescue of the Year: Nicholas Thompson and Ashley Hum

Nicholas Thompson, sailing coach at YMCA Camp Kit-chikewana, was working with Ashley Hum on August 12th on the waters of Georgian Bay where a number of young campers were sailing. A boat with 3 teenagers was overwhelmed by a strong wind gust which capsized and turtled the boat, entangling one of the teens and trapping them underwater. The teenager was entangled sufficiently that it took both Nick and Ashley working together to free the camper who was no longer breathing. Commencing CPR, together Ashley and Nick were able to bring the camper back and a tragedy was averted.

Ontario Power Generation Best Boating Safety Initiative: Water Wise Boat Safety Team

The Water Wise Team of Sienna Joyce and Maddy Steinwand travelled throughout British Columbia delivering key safety messaging in 2015. Whether working in tandem with other groups or policing agencies, attending community events, media interviews, using social media or going hands-on in the classroom, their focus on boating safety and drowning prevention was WaterWise Wisdom in action. The program, managed by the Lifesaving Society of BC and Yukon, has completed 16 great seasons and continues to expand its reach.

Visible PFD Wear in Advertising: York Regional Police - Marine Unit

The York Regional Police Marine Unit is comprised of a group of highly qualified and dedicated marine officers. Skilled in vessel operations and underwater search and recovery they are well aware of the benefits of boaters wearing lifejackets and PFDs. This past season the team created a series

of social media videos and no matter the topic, personal flotation devices figured predominately.

Media Contribution to Boating Safety: SAATCHI & SAATCHI

The creative minds at SAATCHI & SAATCHI did it again! They embraced the challenge of taking a serious boating safety issue and developed a delivery tool that captures the attention of the audience without diminishing the message. The creation of two television public service announcements "The Second You Boat While Impaired, You're a Criminal" were aired nationally on Fish N Canada in 2015.

Special Recognition Award: Chris Foster

While Chris Foster served as a police officer for 35 years it was during his tenure as a marine officer with the Ontario Provincial Police that his passion for public service shone. While duty required him to investigate a variety of calls; from onboard domestics, break and enters, lost or stranded boaters, to collisions and unfortunately fatalities, his desire to enhance the boating experience was his expectation. Chris dove into his role with marine student selection and training, was a sought after speaker, was featured in local television series, all the while maintaining a high level of enforcement with a focus on reducing impaired boating incidents.

The safety and enjoyment of some 15 million Canadians on our waterways every year is due in large part to individuals and organizations like these. Recognizing them is important, and telling their stories will hopefully inspire others.

—From the press release. Visit www.csbc.ca for more information.

Interviewing David Burt

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were lots of people at first, but now the new Squadron is struggling and even at the District level things are not good.

Another concern is the new generation that is coming up is not into volunteering, but only seems to want to take short courses and pay their dollars.

As David said to me, "Before change, I wanted change!" so now sitting as a Director he is looking forward to making a difference. And "we have to have

different ways of thinking if we want to survive and prosper". Over the next few years David certainly has his work cut out for him. I feel that CPS-ECP is in good hands with people like David at the helm, so do give it some thought and send him your thoughts and concerns on the future of CPS-ECP.

by R. John Garside, AP

Contact info: David Burt:
davidburt@rogers.com

R.E.D.'s Summer Adventure Reflections on a simpler life

Katherine Haslam, Montreal Power and Sail Squadron



“We are terrified of silence, of nothing on the agenda — who are we without these things to hold us up, to give us significance? We pack our schedules full, hoping that will keep us from stopping long enough to notice our inner lives are in great need of attention”. Excerpt from How a “Do Nothing Day” Changed My Life, by Hilary Barnett.

We were those people ‘before boat’. Even in retirement there is a danger of allowing it to happen again. We have become a volunteer commodity. We feel needed, useful. The balance for us is the boat. From the time our lady is in the water until fall haul-out we exchange our land-based obligations for boat projects, maintenance, modifications and travel.

Since purchasing R.E.D. four years ago, we have taken

We have taken courses which have given us a solid knowledge base and planned adventures to add to our confidence and expertise

each time taking us farther afield and in different directions.

Summer 2015, our third season aboard R.E.D. took us eastward from our home in Montreal, down the Richelieu River to Lake Champlain and onward down the Hudson River to New York City. Our goal – reaching salt water.

And we did just that. Each day was fresh with new experiences, the highlights almost too numerous to list.

Flying François’ giant Canadian flag, a retirement gift from his Artillery Regiment, on Canada Day in New York Harbour. Being part of the Tall Ship Hermione parade on American Independence Day, the only Canadian vessel in the flotilla of 145. Capturing that dream picture of R.E.D. passing the Statue of Liberty. Sailing Long Island Sound. Cross-

ing Lake Ontario on our return home on one glorious tack. And so many wonderful people met along the way, some of whom we now call friends.



Sainte-Catherine Lock, Saint Lawrence Seaway



French Tall Ship Hermione, flotilla parade, New York Harbour



R.E.D. prepped for cruising down the Richelieu River



Captain dodging water taxis, New York Harbour

In all we were away from home port for 55 days, closing the loop after covering 1264 nautical miles, passing through 61 locks, and enjoying 123 hours of superb sailing.

The trip wasn't without challenges or mishaps. Learning to comply with the mandatory US Cruising License in spite of varying interpretations. The night we anchored too near the George Washington Bridge, were boarded by the USCG at 0300 and ordered to move during torrential rains and a vicious lightning storm. Miscalculating tides in the East River. Draining the battery which required entering an unfamiliar marina under sail. One anchor dragging during a storm. No harm done but valuable lessons learned. Of 'lessons learned', in hindsight, we should have taken more time. We should

have dropped the anchor more. We should have stopped more often to visit places along the way, embracing the local culture. That is the lesson we will take with us when we untie the lines again.

With a few more modifications and equipment additions, putting into practice what we have learned about tides, currents and weather, this year will find us exploring the Gulf of Saint Lawrence, experiencing the majestic fiords of the Saguenay, eventually reaching the Gaspé.

It's a simple life that leaves us craving more.

Read more about R.E.D.'s adventures at: www.sailingred.com



EVER DREAM OF SAILING ACROSS THE OCEAN?

Bring the dream one step closer to reality by learning how to navigate by the sun. GPS is not infallible, nor is it always available when you are boating offshore. In Junior Navigator (JN), the first of two courses in the Offshore Navigation Program for the recreational boater, you will learn to use a marine sextant to derive celestial lines of position and a running fix from sights on the sun and be confident you will stay on course when no aids to navigation or land objects are in sight.

The years 2015-16 mark the first time in CPS-ECP's history that the JN course has been given on a distance-learning basis. Fifteen members, nation-wide, have completed JN in a three month period using Citrix's *GoToMeeting* software.

Here is some student feedback:

On October 26, 2015 a group of 15 people gathered to start the CPS-ECP Junior Navigator course under the capable leadership of P/C/C Tony Gardiner, SN. This course was a little bit different. The 15 people in the group weren't from the same Squadron or even the same District nor were we gathering in a traditional classroom for this course as we were scattered across Ontario and one member of the group was from BC. We were trying a new way to deliver CPS-ECP courses using Citrix's *GoToMeeting* (GTM) software. *GoToMeeting* is a web-hosted service created and marketed by Citrix Systems. It is an online meeting, desktop sharing, and video conferencing software that enable the user to meet with other users, via the Internet

in real time. All that is required for the participants is an internet connection and a headset microphone.

This was a new experience for the group. Some of us had used *GoToMeeting* software before and some hadn't. Tony held some practice sessions before the start of the course to familiarize everyone with the GTM software. We held a weekly session every Monday night. We were joined on our sessions by Carolyn Reid, Chair of The Outreach Education Committee. P/C/C Tony Gardiner, SN instructed the course using a combination of PowerPoint slides and some live video feed via his webcam. We all had the ability to ask questions and talk to each other much as we would in the traditional classroom setting. This is the first time in CPS-ECP history that the JN course has been presented on a distance learning basis.

The big question people may have is – Did this work? Was the experiment a success? As one of the members of the group I can give you my thoughts.

I thought that it worked well. The sessions were well run by Tony. We had the opportunity to interact with the other members of the class, ask questions, get help if we needed it and get to know the others in the group. Tony made himself available for one on one sessions if someone needed help and all the PowerPoint slides were distributed to the group. Because all you need is an internet connection I was able to attend classes even when I was away for a couple of weeks and I didn't miss travelling to the classroom on a few cold and snowy nights. We managed to complete the course over a three month period. We are now completing

our sights and we all plan to write the exam over the next few months. All of us in the group have expressed a desire to continue on with the Navigator (N) course in the fall.

Will this type of course delivery replace classroom instruction completely? No. But it is a way to hold some of our advanced courses when it is difficult to get sufficient people together in one location or to find an instructor in the area. This could be the future for CPS-ECP advance course instruction.

Was the experiment a success? I think so.
-P/C/C Richard Bee, *AP* (Hope to be JN soon)

I am taking the JN course with Tony Gardiner through *GoToMeeting*. I feel this approach is likely to be the way of the future for delivering the advanced courses and perhaps some of the elective courses. It allows interested members to participate in a course where otherwise there may not be enough interest at the Squadron level. It also encourages communication and collegiality across Squadrons. The weekly sessions with Tony through *GoToMeeting* are informative and allows for course participants to ask questions and learn from the others in the class. However, the weekly sessions do not substitute for reading the course materials and doing the homework.

-P/Cdr David Puttock, *AP*

The *GoToMeeting* software loaded easily and worked well on my computer under Windows 10. I was able to adjust the volume in my earphones so I could hear Tony well,

and his PowerPoint slides showed up clearly on my screen. Once, Tony turned on his camera so I could see him and his sextant on my screen, and that was a help.

There are, of course, limitations. As I had no mentor, I had to figure some things out by myself, such as details about proper techniques for using the sextant, which would have been easier if I could have been shown in person. It was helpful that Tony was available for extra *GoToMeeting* sessions to help ease my confusion over a few points. It was also helpful that *GoToMeeting* has a facility for text (as well as spoken) questions and comments during sessions.

While more effective to be in a classroom with the instructor, it would not have been possible for our class as we were geographically separated by thousands of miles.

-Ian Ferguson, *AP*

All of these students have expressed a desire to continue on with the N course later in 2016.

Why don't you add the N designation to your name and register. No scheduled classes in your area, or you live beyond the boundaries of your Squadron or District? Simply pick up the phone and call 1-888-CPS-BOAT or go to www.boatingcourses.ca to sign up for the N class. If you've not completed JN, then stay tuned for another JN class in late 2016 or early 2017.

Suggested prerequisite: Boating 5: Advanced Piloting
10-12 weeks, one evening per week

Sea Salt Galley Kat's RADISH & SPRING PEA SALAD

INGREDIENTS:

- 1 tsp ground cumin seeds*
- 1 tsp lime juice
- 1 tsp honey
- 3 tbsp good quality Extra Virgin Olive Oil
- 2 cups fresh or frozen peas**
- 6 radishes, thinly sliced
- 1/2 cup feta cheese, crumbled
- 1 cup pea sprouts
- 1 tsp dried dill or 1 tbsp chopped fresh

PREPARATION:

Sprinkle the cumin seeds in a heated dry skillet and swirl until lightly toasted and fragrant. Grind and add to lime juice and honey. Gradually whisk in olive oil. Season to taste with salt and pepper and set aside.

Cook peas in boiling water for about 5 minutes, drain, then rinse in cold water. Toss peas, radishes, and feta with dressing. Sprinkle with sprouts and dill and serve.

GALLEY KAT NOTES:

*The original recipe used cumin seeds, lightly toasted then ground. I found it much easier to heat up my little 6" skillet and chase the ground cumin around the dry pan for a minute or two.

**If you can find a can of very good quality peas you can use them. Just toss in with the vinaigrette at the end. The cheaper versions tend to get really mushy.

Katherine Haslam, Montreal Power and Sail Squadron <http://www.seasaltgalleykat.com/salads/radish-spring-pea-salad/>



Squadron Commander Interview – Sheila Boutcher, Nanaimo Squadron



Squadron: Nanaimo Power and Sail Squadron

Location: Nanaimo, British Columbia

Squadron Commander: Sheila Boutcher

Warrant Issued: 1957

Membership: 340

Life Members: 21

Newsletter: The Lubber Line

In my first round of Squadron reviews I selected one Squadron from each coast and a central one. The West Coast selection was Nanaimo. Why? Because it had a very nice sounding name and I remember attending a CPS-ECP conference there in the late 2000s and while there being warmly welcomed and enjoying my stay immensely. However, much to my surprise I actually knew of the current Squadron Commander as she has been involved with CPS-ECP for many years.

So on a fairly pleasant day in January I phoned Sheila Boutcher and had a nice chat about the Squadron and her time with CPS-ECP. I first asked what the boating was like in that part of Canada and her response was, “very nice and there are lots of boats here, and of course the water never freezes so you can keep your boat in the water all year round”. The waters around Nanaimo offer lots of interesting boating activities as well as the

opportunity to travel great distances. Some avid boaters even venture all the way to the state of Alaska. On the local home front there is lots of racing in the winter months as the breeze is firm and there are many eager participants.

Sheila explained that the Squadron is also quite active in the local community boating events including the local boat shows and the Commander is always invited to the local yacht club’s sailpast and the Commodore’s Ball. The local yacht club also provides the Squadron with a good room rental rate where most of their courses are held. The yacht club members also get a discount on the courses.

The Squadron has participated in the District Rendezvous for the last twenty years which is billed as “Half Way to Christmas” and is held in June. The cruise is well attended and all the boats get decorated with lights and things and there is even a visit by the man himself, Santa Claus. Everyone gets a present and during the night each boat gets its stocking filled.

Sheila has been with the Squadron for about 13 years and has moved around the country as well, as people in the Western area of Toronto, Port Credit and Winnipeg all know her, and for three very interesting years Sheila served on the National Bridge as our National Educational Officer.

There are currently fifteen members on the Nanaimo Bridge and the local bridge meetings take place at the Commander’s home. The meetings take about two hours. For the membership though there are monthly gatherings complete with a speaker and refreshments!

On another front Sheila also expressed her concern about the present and the future. She mentioned, “CPS-ECP is not well, it was strong”, but now there are many fewer students

taking our courses and in fact sometimes there are none. Another concern is the manning of the Squadron’s Bridge. With fewer students coming to take courses the number of people willing to serve on the Bridge is in decline and this has led to recycling at many levels, and “this is not an uncommon problem”.

When I asked her about her vision for CPS-ECP Sheila replied, “Like many Squadrons we really struggle with finding, and keeping, new (particularly younger) members who are interested in becoming involved and coming onto the bridge. My main vision is to find some of these people to reinvigorate both the Squadron and CPS-ECP as a whole.”

However, being a member of CPS-ECP and the Nanaimo Squadron brings lots of benefits too. Sheila really enjoys the comraderie and the teaching that being an active member brings to her and after almost thirty years of being associated with the Training Department she is certainly a well-qualified volunteer to teach our members all about safe boating.

So if you find yourself out on the big island do drop in, you will find that there is always a seat reserved for you!

by R. John Garside, AP



Boats that I have known: The First

R. John Garside, [AP](#)
Prince Edward Power and Sail Squadron

The very first boat that I can recall in my life entered my world at the age of three. I had accompanied my grandparents and my parents on a one week holiday to “The Three Cottages” located just north of the town of Campbellford on the Trent River. In the early 1950s this remote destination required a five or six hour drive from the suburbs of Toronto along a two lane King’s Highway called “Old Number Two” and several miles of gravel roads. The final mile or so was done across a field with two ruts in it.

The arrival at the site was a welcomed relief as the sun was hot and everyone needed a rest stop! For me, the only child on this vacation, the long drive was fascinating and the final stop placed me in a very mystical land. I can still remember the awe I experienced as I stood outside the three cottages and viewed the river Trent. There was adventure out there and I hoped to be part of it.

The five of us occupied the cottage furthest to the north and this location placed us right next door to a local farm fence. Beyond this were some very large animals which were not to be teased, called cows. I had never seen a real cow before so I stood on the porch of the cottage for more than an hour just looking at them.

However, after a late lunch I was allowed to walk about and explore, but only if I wore a life jacket! I had never worn or seen one of these things before and they were not small or very comfortable. The large billowing cushion out front certainly hid a few things from my view and the back cushion made sitting in any seat or chair quite a challenge. But it had to be worn because of the water and my inability to swim! These three cottages bordered the Trent River

system and all along the waterfront the soft shore blossomed with lots of marsh plants and mosquitoes.

Towards the middle of the afternoon I ventured down towards the water and there it was. A boat! It was small, yes, but it was the first real boat that I had ever seen. It was wonderful and beautiful and tied up conveniently to the dock. I walked out onto the dock, my first, and promptly sat down, looking at the beautiful boat. Now having been told that I was to be careful I understood this to mean that I should not do anything that would cause any grief to me or others. So after sitting a long while on the dock I began to think about sitting in the boat, after all it seemed to have some seats.

The problem presented was the boarding of the boat. It was in the water and I was on the dock. The distance between us was not all that great but it was more than what I thought was a “safe distance”. It was a problem, but not unsolvable. Looking carefully at the boat I saw that the seats were raised up from the floor of the boat and so maybe by carefully placing my shoes on one of the seats I could gain safe entry onto the beautiful boat. There were three seats. One forward, which was quite small and being by the bow a fair distance from the dock. The centre seat was the largest and looked like the easiest entry point. The rear seat by the stern was large too, but the open water on one side made it less than safe to me.

So with very careful manipulation I lowered my feet off the edge of the dock and reached downwards towards the centre seat. Further and further I extended my legs and suddenly I made contact with the wooden seat. I was there, or almost. I then eased the rest of my body off the dock and firmly planted my two feet on the middle seat. Much to my

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surprise the boat began to lean to one side with my weight and there was the rushing sound of water.

Unbeknownst to me the boat, though tied firmly to the dock at both ends, was also full of two weeks of rainwater. With my entry, the water had rushed to my side of the boat and my first boating crisis had hatched. Now being three years old and no athlete and a non-swimmer my list of options was very limited. So with a firm resolve not to commit myself to the deep, I promptly walked to the centre of the seat away from the danger. The crisis was over, and the boat settled down. I was now afloat and loved it.

Looking around me I saw that the world looked very different from a boat. In fact I thought it seemed a lot better. The water around the boat was so much nearer and the river was so inviting. But the large amount of water in the boat could not be a good thing. It certainly made moving about in the boat a bit of a challenge, as I found as I moved from one side to the other to experience the effect of the rushing bilge water.

Something would have to be done about this. What could be done was not that evident at the time as being new to

boats, bailing was something that I had never seen or even dreamed of. Shortly after this my grandfather appeared carrying his fishing rod and tackle box. Looking down at me he said, "That's one fine boat you've got there. Are you the captain?" "No", I said and then asked him about the water problem. He explained the origins of the water and mentioned that with a tin can I could easily empty the boat, tomorrow.

So with a small sigh I let myself be lifted back onto the dock and began watching my grandfather fish. He was so good, as he tolerated lots of questions from me on any topic under the sun or for that matter on the dock as he fished, responding to each question that I asked, no matter how simple it might be.

And as he fished for the rest of the afternoon I sat close beside him on the dock and listened to his answers to my numerous questions, all the while keeping a careful eye on the boat. Tomorrow was another day, yes, but it would be very interesting too.

Next: "Bailing and More, Much More"



BOATING SAFETY: WHERE DOES IT BEGIN?

Where does it begin for you?

- For some in the classroom...
- For some on the water...
- For some from others...

But what is interesting is that unless there is a fatality, recreational boating accidents seldom make the news. They just happen and time moves on.

However, when the public is questioned about the cause of boating accidents the most common response is:

- Human Error:
 - the operator was under the influence of drugs or alcohol
 - or just plain lack of experience

At our recent Fall Conference in Niagara Falls a Friday afternoon seminar billed as "Examining the Underlying Determinants of Recreational Boating Accidents" was very revealing and very informative.

The presenter, Ernie Marshburn, outlined two geographical areas in the USA that were carefully measured and observed. Using modern satellite imagery and onsite observations he was able to identify not only the size of the vessels, but also their speed and their direction of travel. Using his modelling expertise he was able to bring into play all the data that was collected and present some very concrete findings.

In his summary most accidents happen:

- In shallow water
- On the weekend
- In the summer months of July and August
- In dense traffic conditions

So as boaters who are often on the water it makes sense to be extra alert when the above conditions are present.

By: R. John Garside

CPS-ECP CONFERENCE 2016

Sheraton Vancouver Wall Centre

October 25-30, 2016



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 Canadian Power and Sail Squadrons CPS-ECP AGM will be held October 25 – October 30, 2016 at the Sheraton Vancouver Wall Centre Hotel, 1088 Burrard Street, Vancouver, B.C. 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 breath-taking views of the Pacific Ocean.

The Sheraton room offers all the amenities of home – Sheraton sweet sleeper beds, hypo allergenic pillows,

high speed internet in all guest rooms, coffee makers with complimentary coffee, TV/radios/alarm clocks, irons and ironing boards, complete gym facilities so that you stay in shape, the Vida Wellness Spa with skilled massage therapists to nurture your body's vitality, and hair salons that are cutting edge.

There is a 50 foot indoor lap pool, two whirlpools, three restaurants and lounges... the chic Bar One, the casual Indigo Bar and the contemporary Café One and also in-room dining if desired.

Popular off site attractions include the Vancouver Aquarium, Vancouver Art Gallery, Maritime Museum, Science World, Centre for Performing Arts, Queen Elizabeth Theatre, Stanley Park, and besides Robson Street shopping the Pacific Centre Mall is nearby. The Museum of Anthropology at UBC is also 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 and District Commanders will have their meetings as well as the Educational Department, and many informational seminars. Friday evening offers the fun



filled theme dinner “Explorers of the West Coast”. The Annual General Meeting will be held Saturday morning as in the past with the Chief’s Gala dinner and dance Saturday evening.

ACTIVITIES

Friday evening we hope to engage everyone in fun and frivolity for the evening with reliving the past history of the explorers of the West Coast and her many fine name sakes, legends, pirates, privateers and salty seadogs.

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.

Wednesday 26th – First up on Wednesday the 26th, delegates and their spouses will be offered a 30 minute boat tour around False Creek. This tour will offer many picturesque sights of one of Vancouver’s spectacular waterfront communities. It will include a stop at Granville Island with plenty of time to explore the fabulous Public Market and other attractions. Those wishing will have the option to linger after the tour and continue their explorations at the Maritime Museum, Museum of Vancouver or the Planetarium.

Thursday 27th – Thursday’s tour will offer something a little different. “In 1917 prohibition hit Vancouver harder than a slug of bathtub gin...” so the opening line of this tours description begins. Forbidden Vancouver will take you back to the mean streets of the city in the early part of the 20th century. You’ll see where the speakeasies and illegal drinking

dens once operated and hear the stories of crooked cops, mobsters and rum runners. If you’re a bit of an armchair sleuth, history buff or just want to try something a little different, you’re going to enjoy this one. Of note, this is a walking tour and lasts about two hours.

Friday 28th – On Friday afternoon a three hour coach tour is being offered. This will take in many of the scenic high-lights that the city of Vancouver is renowned for. It will take you through the place where the city began in old Gastown, named after Gassy Jack Deighton, and continue on through world famous Stanley Park with its amazing display of totem poles. You’ll cruise through Chinatown, one of the biggest in North America, have a look at the beautiful Canada Place Convention Centre and 2010 Olympic cauldron and more. There will be several stops along the way with plenty of opportunity for photos.

Saturday 29th –The final tour on Saturday will take participants on a relaxing three hour afternoon cruise through Vancouver Harbour. There is lots of room on the boat and you can enjoy this tour while mingling with friends old and new. The city is set in a spectacular location at the foot of the coastal North Shore Mountains. Vancouver has a dynamic harbour with something to see everywhere you turn. If it is not the large container port or cruise ship terminals, you will see boats of every size coming and going amongst the steady stream of sea planes based a stone’s throw from your departure point. Keep your eyes on the water and you are sure to spot a variety of marine life. Along with a large assortment of sea birds, expect to spot seals, maybe an otter or two and on rare occasion, the harbour has been visited by whales. Hors d’oeuvres will be served and a cash bar will be available.

The tours will be up on the conference web site at <http://vancouver2016.ca/index.php/en/> soon where you can sign up.

CONTESTS AND COMPETITIONS

The annual CPS-ECP Competitions for training aids, scrapbooks, publications, paintings and photos will once again happen this year. Participants must submit their work by October 1st (see competitions form) if sending the entry, rather than bringing it to the Conference. If bringing the entry to the conference, the competition form must be submitted in advance by October 1st as well. Your submission must be brought to the Competitions Room as soon as possible upon arrival. Please complete the AGM Competitions Entry Form, indicating if you are bringing the entry or mailing. Please do not enter more than three photographs. If entering the website competition, please see the entry form for more detail. Anne MacDonald may be reached at agmac@telus.net for concerns.

AGM COMPETITIONS ENTRY FORM – Vancouver 2016

First Name _____ Last Name _____ Grade _____

Entry will be shipped? Yes No or Hand delivered by self or representative Yes No

Address _____ City _____ Province _____

Postal Code _____ E-mail _____

Squadron _____ District _____

Note Division and provide a brief description of entry:

Div. 1 - **Training Aids** _____

Div. 2 - **Navigational Aids** _____

Div. 3 - **Crafts**

General Crafts _____

Presentations _____

Div. 4 - **Scrapbooks** _____

Div. 5 - **Publications**

Newletters _____

Stories, Poems or Narratives _____

Div. 6 - **Visual Arts**

Photography _____

Painting and Drawing _____

Div. 7 - **New Media**

Best of the Web* _____

Digital Art _____

Digital Presentations _____

Digital and Film Presentations _____

Div. 8 - **Environment** _____

*Entries for websites must be made via an online entry form by August 30, 2016. Sites will be captured and judged as they exist on that date. Changes made to the site after August 30, 2016 will not be recognized.

Mailed competition entry forms and shipped entries to be received no later than October 1, 2016. Mail entries to: Anne MacDonald, Competitions Entry, 11730 Blakely Road S, Pitt Meadows, B.C. V3Y 1H1.

Entries will be judged during the Conference and winning entries will be posted at the competition site. For a complete set of rules go to: www.Vancouver2016.ca

Best of luck on your entries!

AGM VANCOUVER

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 Fax: (416) 293-2445

REGISTER ONLINE AT: 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 | = \$ _____ |
| | TOTAL | = \$ _____ |

***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.