

THE PORT HOLE

FALL 2015

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Photo: Vanessa Schmidt
Mazinaw Lake, ON



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

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



Joan Eyolfson Cadham, S, Editor-in-Chief
Saskatchewan Power and Sail Squadron

A friend of mine has a cottage on a nearby lake and does some spotting for me. Checking out life jacket wearing, that is. She's not casual about water safety – she has been known to train her binoculars on, for example, the fellow in the Personal Water Craft out in rough water so, she said, that she could call the RCMP if he disappeared.

During Saskatchewan's August long weekend, my friend was on high alert. On the first day of the weekend she reported that over eight hours she had seen 11 boats that were close enough to shore that she could record what she saw with some accuracy. There were small motor boats, larger ski boats, fishing boats and a pontoon boat. There were 30 people aboard the 11 boats. Eight were wearing life jackets. 22 were not. She was seriously concerned about the kayaker with no life jacket who was a little too far off shore for her comfort, in particular on a weekend that was destined to be windy.

Across our country there were, over the summer, several reported boating accidents with accompanying loss of life. However, there was something newly consistent in all the articles. Each one contained a statement, often a quote from a police officer, regarding whether or not the victim was wearing a life jacket. It's enough to make me believe that the daily media is doing what it can to raise awareness.

So was one comic strip this summer. Award-winning Canadian cartoonist Lynn Johnson has re-run a brilliant 1986's *For Better or For Worse* story that contains so many truths that it's as scary as it is humorous.

Johnson created 30 years of the lives of the Pattersons – John, Ellie and children Michael, Elizabeth and April. Rather than being one shot stories, most of her strips are based on themes that run for days or weeks. In the summer series, John Patterson and his brother-in-law, Phil, head

out for a wilderness canoe/fishing trip in an area that Phil claims to know well though he hasn't been there for many years. The thrill, he says, is that there are at least 1,000 tiny bays and islands. On their first day out, they get caught in bad weather and make the decision, too late, to get off the water. The canoe is swamped and, without salvaging any survival equipment, they abandon the canoe and swim to an island. All they have is their life jackets, some matches, and part of an old shed as a wind screen. Fortunately the area has been developed and they had spent the first night at a motel so they were reported missing. If you want to read the rest of the story and haven't been following it in one of the dailies where the strip is syndicated, go to <http://catalog.fborfw.com/indexkeywords2.php?s=0&q=canoe+trip>

It's all there. The phone call to the wives. Tiny Elizabeth saying, "Daddy? Gone?" The wives' agony. The motel operator trying to think of something hopeful – which he wasn't feeling – to say to the women. The two men talking about how quickly everything went wrong, before they'd had a chance to think, and one of them saying, "If we'd been thinking we wouldn't have been out there in the first place."

I know, from personal experience with another volunteer-based organization, that Lynn Johnson is a generous person. I wonder whether she would allow CPS-ECP to use the strip as a teaching tool. I'm not sure how, or whether it would work in a CPS-ECP classroom or during a safe boating practices public seminar. All I know is that, for the past couple of weeks, the *For Better or For Worse* strip has had me racing to the back door as soon as I know my paper has arrived. Headlines? Later. My burning need is to find out what is happening at some possibly mythical lake somewhere in the vicinity of Parry Sound.



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Joseph Gatfield, JN, Chief Commander
Windsor Power and Sail Squadron

As in the Spring issue, members of the Executive Committee have made contributions to Vantage Point.

In my term as your National Executive Officer I was fortunate to Chair the Organizational Effectiveness (OE) Committee. You, as Members, accepted the new By-laws that brought CPS-ECP in line with the new Not-for-Profit Act. We paralleled it to building a new home. That home is now built and, as your Chief Commander, I was in the fortunate position of implementing the change I had participated in creating. We have been successful in the “move in” and settling quite nicely. We will continue to focus on the real activities of CPS-ECP and to strengthen our organization based on our solid mission, vision and values. The OE Committee’s first goal was that CPS-ECP was “To be the Premier Organization for Boating Nationally”. I believe this to be true and the CPS-ECP of today continues to strive on the strengths and traditions of the past. You, the Members, are all part of the new CPS-ECP home.

As I near the end of my term as Chief Commander, I could reflect for some time on not just my past two years, but the past several years I have represented you at the National level. I have had the chance to meet many of you and hopefully say “*Thanks*” for the time, effort, energy and commitment you give to CPS-ECP... all in the hopes of making our waters safe and fun for all boaters. It has been an amazing journey. *Thank You.* When you surround yourself with good people, you will succeed.

As I often have stated, we are all that lighthouse on the shore and we will continue to bring boaters home safely.

Robert Pepin, AP, National Executive Officer

The Spring issue of Vantage Point mentioned the replacement of the Web Based Administration System (WBAS) with Association Server Version 3. As the conversion progresses, testing shows that the new system will work with the different types of PCs, smart phones and tablets. It also works with various browsers. The conversion does take longer than what one would have initially expected and we have to thank those doing testing for their work. This critical phase will not be rushed, in order not to jeopardize the quality of the end result. The next phase will be to facilitate quicker access to the information for members and officers. An external firm is helping

us achieve this. A presentation with a demo will be made by the IT team at the Squadron and District Commanders meeting at the National Conference.

As the Recreational Vessel Courtesy Check Program (RVCC) season comes closer to closure we need to thank the many CPS-ECP volunteers who have spent their free time promoting boating safety through the RVCC program. These volunteers are introducing / re-introducing boaters to what CPS-ECP has to offer the boating public, along with providing the specific information about the legal requirements for the vessel being checked. Innovation is part of this year’s program as the Western Ontario District has put forward their pilot RVCC Youth Project and is currently evaluating its success. More details will be presented at the National Conference. Beach flags have been created to make CPS-ECP visible when a team is doing verifications. This year again we will be giving awards at the National Conference to the three members who have submitted the most forms to National Office.

Doug Stewart, AP, National Financial Officer

We are in the final stages of completing the annual audit of the CPS-ECP Financial Statements. The audited statements will be available for viewing on-line early in September and will be presented for approval by the CPS-ECP Membership at the Annual General Meeting.

Most Squadrons and Districts have now filed their annual Financial Statements and Financial Review Reports. Thank you for submitting the documents in a timely manner. Financial Statements and the Financial Review Report must be received by the National Office no later than August 31 or the Squadron or District account will be placed “on hold”. Once financial documents have been received, the Squadron or District account would be reinstated.

Don Griffin, AP, National Educational Officer

The Educational Department has functioned throughout the summer with lots of activity. Our volunteers have had time to be out on their boats as well and everyone is returning refreshed to start a new year of training. The Outreach Educational Committee is working with a number of

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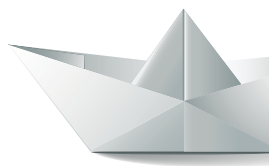
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Dear Editor:

In the "Just Ask John" column in the June 2015 Porthole/Canadian Yachting. Question 4: "How can I find out which VHF channels to use?"

Also, the first question is confusing. The question refers to "channel 16 (Mid Frequency(MF) 2182 kHz)". Ch 16 is VHF. Channel numbers are not used on Medium Frequency (MF).

I have an Aug 24/2010 proof copy of the manual that Morton sent me for proofreading - it has the RBR-2 Schedule 1 as Appendix 1. RBR-2 was first issued in Sept. 2007.

Peter Bennett

Hi John,

In the June issue of The Port Hole you refer to RIC-13. Please note that it has been replaced by RBR-2. Even this revised document has not caught up with international agreements. For instance, IC allows voice traffic on channels 75 and 76. These channels are now allocated to long range AIS.

BTW, I am about to publish a book that will cover AIS and DSC in detail. It will be called Marine AIS and DSC Handbook – a Comprehensive Guide.

Erik Slovgaad

Dear Editor:

Summer was definitely here on Big Rideau Lake, part of the Rideau Canal system, a UN Heritage site in eastern Ontario. My wife Sue and I were out a few days ago after "school was out", cottages open for the high season, and Big Rideau was full of water traffic on the first warm week-end of the summer.

What was different this year was the large number of the latest high-selling type of water craft, the pontoon boat. As we cruised from one end of the lake to the other we saw at least a score of these new boats. Many of them were totally enclosed like a tent while others towed happy kids in those big water rings, often at a fair rate of knots. Our first thought was, "What

an opportunity for CPS-ECP". We were told by a local retailer that the majority of new pontoon owners are first time boaters. Apart from the increasing numbers, another concern is that people are putting bigger and bigger motors on their pontoon boats in order to make them go through the water faster.

Just like a few years ago when CPS-ECP realized the value of reaching out to the emerging market for personal watercraft (as seen by the regular Port Hole column, "The Jet Set", Bradley Schmidt, Markham Agincourt Power and Sail Squadron) maybe now is the time to do the same for pontoon boat owners? The design and use of pontoon boats creates some new challenges for their skippers – and, after all, they are boaters and so should be aware of safety issues and the rules of the road.

Dennis Dwyer, Perth, Ontario

To the Editor:

Happy 20th Anniversary GPS.

CPS-ECP salutes the global GPS which has marked its 20th year of operation. The GPS constellation (Navstar) reached full operational capability on April 27, 1995.

GPS has evolved from expensive military sets to today's low cost chips buried in our tablets, smartphones and chartplotters.

It has become an essential utility for recreational boaters, enabling more safety, the ability to provide continuous position data, and to track everything that moves.

Possibly the greatest advancement in marine navigation since the magnetic compass, GPS has been recognized for the essential role it plays in the modern world.

From marine navigation to disaster relief, from search and rescue, from cellular communications to air traffic control, GPS is an application which has become a central part of more than a billion people in the world!

André Dubois,
Chair, Electronic Navigation Committee

Boating Skills Virtual Trainers Help Canadians Improve Their Skills

Thanks to a generous grant of \$20,000 from the Cowan Foundation to the CPS Foundation, Canadian Power and Sail Squadrons will acquire additional Boating Skills Virtual Trainers (BSVT). This new equipment provides simulated events that a boater will encounter in real life, giving instructors the opportunity to enhance classroom and on line educational efforts. Support from The Cowan Foundation will assist in the provision of additional units for the use of our Squadron volunteers, at approximately 150 training facilities across the country. The program consists of nine preplanned lessons that cover basic manoeuvres and safe boating practices: Docking, Slalom Course, Crossing/Overtaking Other Vessels, Departing Dock, Manoeuvring in Fairways, Pivot Turn, Mooring, Emergency Stop, Trim Control, Night Manoeuvres, and controls to change wind and current direction and strength.

The BSVT embodies high-end technology featuring three computer screens with a selective rotating field of vision close to 360 degrees. It has a responsive steering wheel with console switches for horn and navigation lights and a Mercury Marine throttle. It reacts to variable settings for trim, current and wind. On the dashboard you see your compass, tach and speedometer. Students may manoeuvre through simulated exercises in a virtual environment, without the risks of a real boat on the water. The



Cheque presentation at the Spring Port Credit Boat Show: From left to right: Cathy Bisbee, Cowan Insurance Group Industry Leader, Programs & Associations, John Hinksman, CPS Foundation Chair, Richard Pouliot, The Guarantee, National VP Operations and Distribution Management.

helm seat can be set up on a regular desk or conference table. Although developed in the United States as a single language trainer, the CPS Foundation funded the development of the first multi-lingual BSVT and the trainer can be switched between English and French.

NEW MEMBER BENEFIT CPS-ECP Group Insurance



CPS-ECP has partnered with Cowan Insurance Group to provide insurance products to its members. Cowan's comprehensive coverage and discounts are available exclusively to you as a CPS-ECP member.

Boat Insurance

- Save up to 25% on insurance premiums
- Reducing deductible if claims free
- Agreed value coverage for your boat
- 12-month navigation (no lay-up required)
- Extended navigation for southern cruises

Contact Cowan to learn about other coverage options available for your boat: cps-ecp@cowangroup.ca or 1-800-268-2628.

NEW Group Home and Auto

- Save up to 20% on both your home and auto insurance premiums
- No additional service charges for pre-authorized payments
- Custom insurance solutions
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Plus, when you call for a quote, you're automatically entered for a chance to win a **\$100 gas card or one of six new vehicles.** Call today: 1-866-912-6926.



Photo: Vanessa Schmidt

Bradley Schmidt
Markham Agincourt Power and Sail Squadron

In the Spring issue of *Jet Set* I outlined some plans for the Summer, a season that will have passed by the time you read this. One of those plans was to install a StingRay Hydrofoil on my venerable 60HP Mercury outboard, which struggles to get my 16' Fish and Ski boat on plane. These fins have been on the market for years and for \$75 I thought it would be a small price to pay if it actually worked. The summer also afforded us many opportunities to get out on the water and I'm pleased to say that we took full advantage of them. I also learned a lesson on the water this year that anyone with a 2-stroke outboard will want to hear about.

StingRay sells a variety of fins for all outboard motor sizes. They all work on the same principle, acting like miniature airplane wings to help lift the motor and therefore the back of the boat up, forcing the boat to plane faster. The least expensive model is the "Classic" which requires 4 holes to be drilled in the lower unit of the outboard and is mounted in place with stainless steel bolts. Some of the other models do not require drilling at all, but I felt the "Classic" would be the best fit for my 1990's vintage Mercury. I was able to install the wing in about 15 minutes without any issues. Once on the water, the difference was immediately apparent. Without the hydrofoil my boat used to push a bow wave for quite a while, laboriously fighting its way on plane. With it installed it jumps on plane with considerably less effort. I did not notice a change in top-end performance, reaching the same maximum speed with or without the foil. The boat will also stay on plane at considerably lower speed than before. Another unexpected benefit has been how much more the boat responds to trimming of the motor. Without the fin, response to trimming of the motor was sluggish. With it installed even subtle adjustments are instantly noticeable. High speed turns require less downward trim with the fin than was required before. A word of caution however, we received a letter from *Jet Set* reader

David Longpré, who had a much different experience. He writes, *"In my experience, it is true that this accessory allows the boat to plane much faster. However, it reduces the cruising speed, so it takes more fuel to get to the desired speed. But above all, in a collision with an object, it will probably be not only the propeller, but the base of the outboard that will be damaged. When boating, we hit a log which floated slightly below the surface of the water. The propeller had a little damage, but the log got stuck between the propeller and the stabilizer, which broke a large area of the anti-cavitation plate. The result: a repair much more expensive than the gas savings promised by the manufacturers of stabilizers, even calculating the savings over several years."* I suppose any modification from stock poses risks. If you feel you could benefit from this kind of addition, just be sure to weigh the pros and cons, or consider a clamp-on model so you don't do any permanent damage to your engine while you are evaluating it.

We spend most weekends at our cottage in the Land'O'Lakes region of Ontario. With a name like that it goes without saying that we have many options when it comes to boating. Within a 10km radius of our driveway there are at least 10 different boat launches on 8 lakes. It is amazing how different each of these can be. From the towering cliffs and plunging depths of rocky Mazinaw to the sandy Marble Lake; the dark bays of Kashwakamak to the stunning clarity of Mississagagon; or the many cottages on the shores of Skootamatta to the surprising desolation of Crotch Lake, each has its appeal. Often the hot topic around the nightly campfire is which lake to explore the next day. It has been fun exploring what each of these lakes has to offer, and on rare occasions we've been lucky enough to catch dinner while we're at it.

I take pride in maintaining my engines and keeping all

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Changes in Applying for a Pleasure Craft License

John Gullick, [AP](#)
Manager, Government and Special Programs

This came through my email on Friday July 17, 2015. I am always getting questions about Pleasure Craft Licensing, so here is the latest information.

The following is taken directly from the Transport Canada Marine Safety web site and contains all the information that you will need to license a pleasure craft or make changes to a Pleasure Craft License, not to be confused with a Pleasure Craft Operator Card, PCOC:

Did you know that any pleasure craft powered by a motor over 10 hp (7.5 kW) must have a valid license? A pleasure craft license allows search and rescue personnel and other agencies to quickly identify your boat in the event of an emergency.

You now have two (2) options to help you request your free Pleasure Craft License:

Electronically (the preferred method), or by Post.

Electronically: Transport Canada, the Office of Boat-ing Safety is offering the online Pleasure Craft Electronic Licensing System (PCELS) as the preferred and quickest method in applying for a pleasure craft license.

Not only will you be able to apply for a Pleasure Craft License online, the following transactions can also be done, thereby reducing the mailing time:

1. You can request the transfer of a Canadian licensed pleasure craft to your name.
2. You can update your information (change of address; telephone number, contact information, as well as advise us of any changes made to your boat).
3. You can request a duplicate copy of your pleasure craft license.
4. You can submit an application for the renewal of your pleasure craft license.

You will be required to upload supporting documentation to validate your request. Please have the documents in the **proper file format** ready for upload before you start the online process. Supporting documents may include:

1. The proof of ownership or bill of sale document;
2. A signed copy of a valid piece of government-issued identification;
3. A current side-view photo of the pleasure craft.
4. If you are submitting the application and documents on behalf of someone else, you will require the "Third Party Authorization Letter", if applicable.

By submitting your request for a new or the transfer of a pleasure craft license online, an acknowledgment number will be returned to you immediately. This acknowledgment number (identical to the pleasure craft license number that will be issued to you) is valid for 90 days from the issue date and is to be marked on the side of your boat, in order for you to use your boat right away.

After verification of the application and the supporting documentation, the permanent pleasure craft license will be sent to you by the delivery method you selected (e-mail or by post).

YOU MAY NOT CANCEL A PLEASURE CRAFT LICENSE ONLINE.

You must submit the paper "Application for a Pleasure Craft License" by post, indicating "Cancel" on the form, as well as providing the necessary supporting documentation as indicated in the Application Kit. A note explaining the reason for the cancellation must be included.

By post: If you prefer to submit your application by post,

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July 4th Safety Equipment Education and Flare Disposal Day hosted by Escadrille nautique Trois-Rivières.

CPS-ECP Safety Equipment Education and Flare Disposal Days

P/C/C Doreen Hinksman, *AP*
North Halton Power and Sail Squadron

CPS-ECP has partnered with Transport Canada and CIL-Orion in a 3-year national project to provide education on required equipment, on care and maintenance of the equipment, and how to safely and effectively use flares when needed. One component of the program is to raise awareness of the need to dispose of outdated flares in a safe and timely manner. Under the direction of Mike Smith, 28 sites were set up across the country to receive the outdated flares and interact with the public on aspects of the program.

On May 16th and 23rd, Port Credit Power and Sail Squadron, York West District, partnered with Fogh Boat Supplies at their Port Credit store. My husband John and I did a shift on both days. The Fogh people had provided samples of the various flares for reference, and provided large boxes where each type of flare could be deposited.

Shipping cartons were provided by CIL-Orion. People who wanted to buy new flares were looked after well.

A few people didn't know how to check if their flares were still good, so we had quite an education session with them. We had CPS-ECP brochures on hand, as well as information from Industry Canada, and a Safe Boating Guide listing the various carriage requirements for boats of all sizes. We were to list the type, number and manufacturer of the flares and for our purposes, we noted whether the people bringing in the flares were members of our organization.

There was a steady stream of people, and the types and age of the flares were really varied. During our shift the oldest flare was from 1984, and the majority were Type "B". Some were in good shape in proper containers, others were really awful! It was fairly common to see people with a plastic shopping bag, ripped and dirty, crammed with different flares – equally dirty. Just under half of the people were members; some others knew about us, some intended to take a course, whilst others were only interested in dropping off their bags of goodies and leaving.



This year CPS-ECP held 28 events and collected over 20,000 expired flares

I have been collecting colouring books from various boating groups and gave them out to kids who came in with their folks, which went down well – something to consider in future.

Surprisingly, we had one or two people from quite far away – one man from Stratford and another from Penetang who had decided to make a day of it, drop off their flares, have lunch, browse around the store then head back home. They had seen the advertizing and the dates suited them, although there were other sites quite near to their homes. It does pay to advertise all the sites so people have a choice.

We did receive some nice comments on what CPS-ECP was doing; and people appeared to be grateful to have somewhere to dispose of outdated flares. On average, people had about 24 flares to turn in, some with 6 or 12, some with over 50, even up to 72. In a 2-hour period I counted the best part of 600, so I am sure that a final count will show well into the thousands.

It felt good to know that these old flares would end up in a properly controlled disposal area, and not hiding in someone's garage or tucked away in a cubbyhole in a boat. It was certainly worth donating a few hours of time and we will be glad to do it again.

Want to host a Safety Equipment Education and Flare Disposal Day in 2016? If so, make a request through your District this fall.

Apart from the job we were there to do, I enjoyed listening to some of the stories. One lady told us she had just bought a boat, and had been told that everything she needed was on board. She brought us the flares to check – all dated 1991. Another person told us they were cleaning out their garage because they were concerned about a fire hazard with some old gas cans – they found one of the ancient plastic bags half full of flares under a bench. One of the saddest people was the boater who had opened up his boat for the first time a few days ago, and was met with the most vicious smell. A family of raccoons had made his bow their home over the winter, and had eaten their way through a lot of equipment there. His flares still had one year to go, but he said there was no way he could consider boating this year, as it would take him forever to get the boat back in shape, and would need new flares for next year. John and I fully sympathized as we had the same problem a couple of years ago – what an unbelievable mess that was.

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Changes in Applying for a Pleasure Craft License

specific instructions for each transaction type can be found in the “Pleasure Craft License Application Kit”.

The Pleasure Craft License Application Kit is available for download through the Office of Boating Safety Web site or you may request a copy through the Boating Safety Info-line at 1-800-267-6687, and a paper copy will be sent to you. **NOTE:** Paper copies are no longer available through the Service Canada Centre. If you choose to send in your request by mail, the completed “Application for a Pleasure Craft License” as well as the required supporting documents are to be mailed to the Pleasure Craft Licensing Centre:

1. a completed application form;
2. a photocopy of the proof of vessel ownership;

3. a signed photocopy of a valid piece of government-issued identification. Further information is available on the form, as well as in our Q&A section, and
4. a current side-view photograph of the pleasure craft
5. If you are submitting the application and documents on behalf of someone else, you will require the “Third Party Authorization Letter”, if applicable.

Please allow five (5) business days plus mailing time to process your application. To avoid delays, please read all of the instructions before completing and submitting the form. **We will return your application package if the form is incomplete or if any supporting documents are missing.**

Saskatchewan research investigates how people use lakes

Saskatchewan's reputation for being dry, flat and boring doesn't fit with reality. Oddly, the truth is that lakes and rivers cover more than 12 per cent of a province that has, possibly, more than 100,000 lakes and rivers. Saskatchewan has two large freshwater lakes – Lake Athabasca and Reindeer Lake – as well as Wollaston and Cree Lakes and Lac La Ronge. There are also several saline lakes, including the two largest in Canada, the Quills and Chaplin, as well as Manitou, Redberry and others.

Many of the larger saline lakes are critical habitat for migratory birds. The Quill Lakes were designated a RAMSAR site (protected wetlands of international importance) in 1987, and there are commercial fisheries in northern Saskatchewan. Saline lakes are “mined” for potassium sulfate, sodium sulfate, and other minerals. The province's lakes and rivers serve as a water source for industry and for municipalities.

But what about ordinary people using provincial waterways? That's what a PhD candidate in biology at the University of Regina

is trying to establish. She believes that concentrating on the natural science of the province's lakes leaves out a big half of the equation, the social angle.

Since 2013, Lushani Nanayakkara has spent her summers running surveys at Saskatchewan lakes. While she has discovered what most of us would suspect, that ordinary people use the waterways for fishing, boating, and other recreation, she has also learned that those same people are concerned about the other ways that their favourite bodies of water are being used. Their biggest questions surround water quality and the effects of agriculture.

If you have used a Saskatchewan waterway this summer and want to be part of the survey,

<http://www.sogosurvey.com/k/SsTWQYTsrSPsP> will get you there. Surveys need to be in by October. Or contact Lushani Nanayakkara directly at nanayakl@uregina.ca

Natural solution to plastic microbeads available soon

Concerns have been growing over the proliferation of plastic microbeads that have become a common additive to household cleaners and cosmetics. The tiny beads are showing up in the world's waterways, including in Canada. Too small to be filtered out, the beads, which absorb toxins from the water, are eaten by fish and birds.

Good news is on the way. According to an article in the Edmonton Journal, TerraVerdae BioWorks has developed a natural alternative which is completely biodegradable. On land or in the water, the product is consumed by native microorganisms.

The USA has been working to phase out plastic microbeads for household use. Canada's Loblaw's has promised to remove microbeads from their products by 2018.

Full story online at: *Edmonton tech firm develops natural alternative to plastic microbeads*, David Howell, Edmonton Journal June 18, 2015

More serious “red tide” related to climate change?

This past summer, National Oceanic and Atmospheric Administration surveyors aboard an American research vessel reported that a bloom of toxic algae, deeper and more widespread than usual, stretched along the west coast from California to Alaska. Algae blooms, known as “red tide”, are cyclical but NOAA scientists say this one has lasted longer and was more toxic than ever before reported.

Shellfish fisheries have had to close. The bloom has also negatively affected tourism and marine ecosystems in general. Swimming in water with high concentrations of algae toxins can cause stomach cramps, vomiting, muscle and joint pain, skin and eye irritation, sore throat and allergic reactions. During extreme outbreaks, if enough toxins enter the drinking water supply they can cause liver and kidney damage or life-threatening bouts of gastroenteritis.

The researchers suspect that this year's problem is caused by “the blob”, a section of the northeast Pacific Ocean that is as much as 3C warmer than normal. Their big question? Is this situation caused by global climate change?

Citizen-scientists studying microbeads

A group of citizen-scientists from Prince Edward Island have joined forces with an American organization, Adventurers and Scientists for Conservation founded in 2011 and based in Bozeman, Montana. ASC intends to map the extent of microplastics in the oceans of the world.

The PEI conservationists are collecting water samples for ASC. According to a CBC online story, the American group is delighted to have these samples because, says the researcher heading up the program, there is interest in islands and the currents that move around islands. To date, the American group has discovered plastic microbeads in 95 percent of the samples they have tested.

The Canadian Plastics Industry Association is also getting on board with "Operation Clean Sweep, an international program intended to reduce industrial sources of plastic waste.

Full story at CBC online June 3 2015

Icelandic glaciers disappearing fast

Since the millennium, the Icelandic glaciers have lost 12 percent of their size, in less than 15 years.

New measurements from the mapping company Loftmyndir show that glaciers no longer appear to cover 11,922 sq. km of Iceland, as the official figures state (which is about 12 percent of the country's total area). Instead, the mapping carried out by Loftmyndir indicates that glaciers covered 10,462 sq. km last summer, which is ten percent of Iceland, mbl.is reports.

The official size of Hofsjökull glacier is 925 sq. km, but Loftmyndir now says it is only 827 sq. km. The assertion is made based on new high definition aerial images and pictures from the satellite Landsat8. Hofsjökull is, they claim, 10 percent smaller than 15 years ago. The glacier that has retreated the furthest in the last years is Sólheimajökull, Iceland's southernmost glacier. *Iceland Review, March 2015, with permission*

Alberta uses mussel-sniffing dogs

An article in the Calgary Herald describes Alberta's newest aids in the fight to keep invasive zebra and quagga mussels out of the province. With a provincial law requiring all watercraft to undergo inspection at one of Alberta's 13 sites, Alberta Environment and Park officials have added three mussel-sniffing dogs to their team. The dogs wear boat-protecting booties while they make their sniffing search.

Alberta is serious about their "all watercraft" rule. The definition includes kayaks, paddle boats and stand-up paddle boards – anything that goes into the water. By mid-summer, inspectors had checked more than 7,000 boats and found seven cases of mussel infestation.

Full story online, Calgary Herald July 18, 2015, "Mussel-sniffing dogs join Alberta's fight against the invasive species".

Gulf Stream slows down; impacting Iceland?

The Gulf Stream, an ocean current carrying warm and salty seawater to the coast of Iceland, contributing to an unusually mild climate for the island's latitude and fertile fishing grounds, is slowing down, according to a study published in *Nature* online.

The study, featuring the effect of climate change on ocean currents and relating environmental effects, was carried out by Stefan Rahmstorf and others. It reveals that excessive amounts of freshwater in the North Atlantic Ocean, caused by the melting of polar ice, have slowed down the natural flow of the Gulf Stream. Oceanographer Hédinn (or use Hedinn) Valdimarsson at the Icelandic Marine Research Institute, told *ruv.is* that the study's results didn't come as a surprise, as they coincide with the cooling of the ocean temperatures during the so-called sea ice years

of 1965-1971, which are referenced in the study. The melting of an unusually large amount of sea ice 40 years ago caused cold and unsalted water to circulate in the North Atlantic Ocean. However, the Icelandic Marine Research Institute's specialists haven't noticed an increased amount of freshwater in the ocean around Iceland in consistency with the increased melting of polar ice in the past two decades; it's only in the past two to three years that cooling and fresher conditions in the ocean have been registered, Hédinn (Hedinn) stated. Hédinn (Hedinn) pointed out that the Gulf Stream is also driven by winds.

From Iceland Review, April 2015, compiled by IR staff, used with permission of editor, Eygló Svala Arnarsdóttir

Oliver Summers,

engineer, voyager and Past Chief Commander of Canadian Power and Sail Squadrons, born 100 years ago

Daryl Collard, N

Oak Bay and Oiseau Rock Power and Sail Squadrons

On July 1, 1972, aboard their 40-foot powerboat *Summer Star*, Oliver and Gladys Summers set course from Brotchie Ledge Light off Victoria Harbour. Their destination? Hawaii.

They were to accompany that summer's Victoria-to-Maui sailing race, a distance of 2,400 nautical miles (4,450 kilometres). *Summer Star* had been built by Phil Barron in Sooke to the hull design of a West Coast fishing troller, with yellow cedar keel, gumwood stem and stern, bent oak frames, fir and cedar planking, teak decks and rails, mahogany cabin sides, and paravane stabilizers to dampen the vessel's roll and make the passage more comfortable.

Her main engine was a Volvo Penta diesel giving her an operating speed of 6 to 8 knots (11.1 to 14.8 kilometres per hour). Three friends, one with a medical background, joined them on the voyage to share crew and watch-keeping duties.

Satellite telephones, GPS units and handheld calculators did not yet exist. Oliver did all navigation just as merchant and naval ships did at the time, using the compass, chart plotting and a sextant, plus radar when close to shore. Until they reached Lahaina, Maui, on July 16, they saw no other vessels, although they were able to stay in radio contact. At a steady 7 knots, the outbound voyage, and the return trip a few weeks later, went like clockwork. Oliver was not foolhardy in undertaking such a voyage aboard a 40-foot powerboat. On the contrary, it was an example of meticulous planning and attention to detail. Although the distance from Victoria to Hawaii is 2,400 nautical miles, with full fuel tanks *Summer Star* had a range of 4,000 nautical miles. An article he wrote about the adventure for the February 1973 issue of *Canadian Boating* | *The Port Hole* magazine summarizes the vessel's construction and preparations for the voyage in three dense pages of print, covering vessel design, powerplant, fuel-consumption tests, navigation equipment, fresh-water requirements, provisioning, emergency equipment, first-aid supplies and so on. Of all the extra back-up supplies and emergency equipment *Summer Star* carried aboard, none was actually used.

Oliver Rendel Summers was born in Stamford Hill, north London (England), on March 12, 1915. He never knew his father, Robert Rendel Summers, who had enlisted in the British Army in late 1914 and was killed in 1917 in northern France, in the Second Battle of Arras. In raising Oliver and his older sister, their widowed mother Edith (née Parrish) was helped by Mabel and Walter Sutton Page, her late husband's sister and brother-in-law. To the family's dismay,



young Oliver had a greater passion for the sciences than for the classical Latin and Greek studies his father and grandfather had pursued – although even in his nineties Oliver could still recite a sentence or two from Ovid. At London University, he focused on mathematics and physics to prepare for a career as a metallurgical engineer specializing in induction heat processes for fabricating metal components used in manufacturing. In 1938 he joined the Royal Small Arms Factory in the London borough of Enfield, under the UK Ministry of Supply, in a laboratory responsible for testing metals and other materials. As the Second World War broke out, his non-classical education turned out to be needed.

In 1940 the Ministry of Supply built a new Royal Ordnance Factory in Fazakerley, near Liverpool, to manufacture STEN submachine guns and other armaments. At the age of 25, Oliver was chosen to set up and run its materials testing laboratory to assure compliance with standards for all materials, not only those to be used for metal parts fabricated using induction heating but also those used for wooden parts such as shoulder stocks that required kilning. He learned of his appointment at the end of November 1940 and was given two weeks to move to Liverpool.

Seven years earlier he had met Gladys Fitzgeorge, likewise a London native. They had been courting for over four years and, so that she could accompany him to Liverpool, they decided to get married straightaway. The evening the wedding was to take place, the ceremony had to be shifted to the shelter of the church's basement because an air-raid siren sounded, warning of a possible Luftwaffe bombing strike. In

later years, they would clarify the point that theirs was not a shotgun marriage, but a STEN gun marriage.

Until the end of the war, the Fazakerley factory operated seven days a week, 24 hours a day, employing 10,000. Oliver's laboratory had to verify and approve the purity of metals and quality of other raw materials used to fabricate all arms: only with that approval could the materials be used.

After the war, Oliver and Gladys joined the wave of Britons emigrating to seek new opportunities, and arrived in Toronto in 1949. Within a month, Oliver was recruited by the General Engineering Company (GECO), again as an engineer in his specialty of induction heating processes, and for the next 15 years he and Gladys led the typical bustling life of a Toronto professional couple. In 1954 they purchased a brand-new house close to a stream flowing into Toronto's Don River, and sustained extensive flood damage in the wake of Hurricane Hazel soon after they moved in. With the help of friends, they built a summer cottage on Snake Island in Lake Simcoe, north of Toronto, and then helped others do the same. In time, Oliver established his own firm, Summers Manufacturing Ltd.

Once Oliver and Gladys had the means to travel, they set out to explore the world. Mabel and Walter Sutton Page, the aunt and uncle who had helped raise Oliver, had run an international student residence and hostel, so from an early age he had come to know young people of different ethnic and cultural backgrounds from throughout the British Empire and was keen to learn more about the wider world. Moreover, the aunt and uncle, as well as both his parents, had been born near Calcutta (today Kolkata), where they were part of the British Serampore Baptist Missionaries movement in India. In later years, recounting his many travels, Oliver spoke fondly of one special highlight: a trip to Serampore where most of his family had grown up, and a visit to Serampore College where his grandfather, Edward Summers, had been principal between 1883 and 1906.

Eventually their travels took them to Victoria and in 1964 they made the decision to settle there. The two Londoners had developed a passion for messing about in boats. Their 1972 voyage to Hawaii was but one high point during their years cruising on the West Coast. Several times they took *Summer Star* up the Inside Passage to Alaska and twice they circumnavigated Vancouver Island. For the Royal Victoria Yacht Club, where Oliver was Commodore from 1968 to 1970, *Summer Star* was frequently called upon to serve as a turning mark for sailboat races.

In the December 1976 issue of *Port Hole*, Oliver described his experience for one memorable race. The turning point where *Summer Star* was required to anchor was Cobb Seamount, an undersea mountain 270 nautical miles (500 kilometres) west of Grays Harbor, Washington, which rises from the Pacific Ocean floor to within 20 fathoms (37 metres) of the ocean's surface. Poor weather inshore prevented the sailing yachts from getting very far, but *Summer Star* remained in

the open ocean, anchored atop the seamount, for two days in rough seas before the race was finally called off.

Oliver and his wife Gladys moved to Victoria in 1965. In 1966, after completing the Boating Course with Victoria Squadron, he joined the then-called Canadian Power Squadron. He was soon tapped to become Squadron Training Officer and elected Commander of Victoria Squadron for the year 1968-69. As his commitment to CPS-ECP deepened, he served, among other things, as Commander of Vancouver Island District from 1970 to 1972; National Training Officer from 1973 to 1975; National Administrative Officer from 1975 to 1977; National Executive Officer from 1977 to 1979; and Chief Commander from 1979 to 1981. Including stints as chairman of various national committees, he served a total of 15 years on the CPS-ECP Governing Board.

He chaired the organizing committee for the 1971 CPS-ECP conference. Two weeks before the conference was to begin, a friend sympathized with him about what a mad rush it must be to take care of all the last-minute preparations. Oliver replied that there was nothing left to be done.

All the 500 available spaces for registrants had already been booked, so there weren't even any late registrations to deal with. It was the same approach he took in managing his laboratory in Fazakerley, running his business in Toronto or preparing for the voyage to Hawaii.

In their late seventies, after they had withdrawn from active boating, Oliver and Gladys devoted time and funds to philanthropic work to support the elderly, notably local seniors' services, the Monterey Recreation Centre and the Abbeyfield Houses Society.

In the summer of 2011, by that time a widower aged 96, Oliver decided he wanted to make one more trip to London, the city of his youth. A companion organized the logistics. Afterwards he recounted his joy at walking through Trafalgar Square again, where he and Gladys had joined in the all-night revelry of Victory-over-Japan Day in August 1945; revisiting St. Paul's Cathedral and Westminster Abbey, touring the expanded British Museum with its Grecian antiquities, marvelling at the modern architecture of London's new buildings, spending hours in the British Science Museum examining some of the original steam engines invented and built by James Watt and visiting the Imperial War Museums, in particular the bunker used by Winston Churchill and his cabinet as their war rooms. Most important to him, he visited the small park where he and Gladys had first met more than 75 years earlier.

Oliver Summers died in Victoria on December 31, 2013, aged 98. His wife Gladys died in Victoria on November 14, 2009, aged 96.

The Jet Set

my boats and equipment in top notch shape. A recent experience opened my eyes to a critical maintenance item that most of us miss. If you own a 2-stroke outboard with an oil tank, either built-in or separate, CHECK YOUR OIL LINES! Starting in the 1980's most mid-size and larger outboards no longer require you to mix the gas and oil in the gas tank. They have a separate system that pumps the oil from a reservoir and mixes it with the gas in the correct ratio. They all have built-in alarms, either for low oil, or oil pump rotation. In either case if the oil line from the metering pump to the mixing block cracks or rots away, the oil may never reach its destination. You and your engine may not know until it is too late. On a recent trip with a boat full of family members on board the engine lost power and was unable to get us back to shore. Luckily we have a 4hp kicker motor that got us safely to the boat

ramp. After some investigation under the cowl I found the 20 year old oil line that connects the oil pump to the mixing block had cracked and broke off with a gentle nudge. It was very brittle. I have no idea how long it had been this way or how much of the oil was making it into the engine, though there was an unfortunate amount in the base of the cowl, so clearly as I was running the boat some oil wasn't getting into the fuel stream. 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 some new noises tell me that 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.

Second in command: What everyone on board should know

Marty Seconhouse
USPS Compass Vol. 9 Number 8

I believe there are some essentials all captains should teach their crew.

Learn how to start and stop the engine(s): In my boat the ignition keys are in the cabin, but the start buttons are at the helm; every boat is different, so practice your starting procedure.

Learn about life jackets: Where are they, how do you put them on, and do they have whistles or other safety equipment?

Learn how to put the boat in gear: Knowing how to put the boat in forward and reverse may come in handy.

Learn how to get back to the dock: Should something happen to the captain, what would you do? Getting back to the dock may be the fastest way to get help.

Learn how to pull into the slip: Docking doesn't need to be pretty, but in an emergency, a little bump at 1 mph should do little to no damage.

Learn how to tie a line around a cleat: A simple figure eight will hold any boat.

Learn how to drop anchor: Dropping an anchor will most likely keep you safe and help calm things down if you can't drive the boat.

Learn how to use the radio: It's a fairly safe bet that the boat is equipped with GPS. Find out how to get your latitude and longitude positions from the GPS. With that, the U.S. Coast Guard, police and towing services can pinpoint your exact location. If latitude and longitude aren't



Photo: USCG

displayed on your GPS, look for it on the small screen of your VHF radio. Most modern VHF radios display your location.

Learn how to use a fire extinguisher: Nothing is more dangerous than a fire aboard a boat. Waste a fire extinguisher or two if you have to, but practice how to handle one.

Learn how to light a flare: and how to hold it safely.

Learn how to untie the boat: It's never good to tow your dock behind you.

Learn how to disconnect the power cable from the shore power station: Water and electricity do not mix.



A Chief's Journey

Joseph Gatfield, JN, Chief Commander
Windsor Power and Sail Squadron

Visiting Asia Pacific Yacht Club

At the CPS-ECP Annual Meeting in Quebec City in October 2014, a rumour was started that the Chief Commander would visit all three Districts on the west coast if the timing worked out... the C/C started the rumour and the three Districts rose to the challenge. Following is a précis of the journey. All of you played a role in this journey and I thank each and every one of you. For me it was heartfelt as I experienced Districts, Squadrons and Members in their own surroundings and I now have experienced what you do on an ongoing basis... where you live, where you work and where you play... and where your CPS-ECP volunteerism has the effect on the recreational boating public. For all the hospitality, the generous contribution of your time, your fellowship and friendship, Thank You.

Following is a day by day breakdown, but by no means does this tell you the impact each day had on me.

Friday, May 22 – arrival in Vancouver and a tour of the Sheraton Vancouver Wall Centre Hotel where the 2016 CPS-ECP Annual General Meeting will be hosted. Following this off to the Executive Inn for the Pacific Mainland District (PMD) AGM weekend. Friday hospitality enjoyed by all, CPS-ECP and the many US Power Squadron (USPS) representatives, including “stuffing the tub”.

Saturday, May 23 – PMD AGM all day, the final official meeting for D/C Shirley Shea. A well-attended meeting, great interaction with Members culminating with a dinner dance and a new D/C, Dave Magnusson.

Sunday, May 24 – Four of us head north across the ferry to Langdale and then to Gibson's Landing. Here we participate in the Gibson Yacht Club sail past with Sunshine Coast Squadron Commander Jack Adams and Marilyn. It was a

perfect afternoon on the water culminating with a pig roast with many of the members, many of whom are CPS-ECP members and it was a pleasure meeting many of them. We retired to Carole Murray's that evening at Halfmoon Bay.

Monday, May 25 – Again we head further north as we are being hosted by the Pender Harbour Squadron for the day. We arrive at Ian and Faye Wright's home in Garden Bay to be whisked off to meet our on the water host Andy Cardiff, owner of C-Tow, a partner with CPS-ECP. Along for the 2½ hour journey through the harbour area, were two new members who had the chance to meet Squadron, District and National representatives. All conditions were great and we arrived back for the land tour by Ian and Faye. Lunch in Egmont with Squadron Secretary-Treasurer Helen Bailey then we saw from land what we had previously seen from the water including their very historic school house in which they teach their courses. After a one hour home visit to their Commander Bob Bailey, who was recovering from foot surgery, we went to the Squadron Graduation at the local pub with many members present, a casual and fun evening. We retired to Carole Murray's one more time and enjoyed her hospitality.

Tuesday, May 26 – Back south we head to visit the Fraser Squadron teaching facility where the Chinese program is headquartered. We were greeted by Rick Easthom from the Fraser Squadron and Jack Tang and other representatives of the Asia Pacific Yacht Club that provides support and resources for the Chinese Mandarin program. Our NEO Don Griffin and Maritime Radio Course Chair Norm Dyck joined us as well. Jack thoroughly reviewed what happens in



At Cordero Point in Gabriola Passage

the classroom with Chinese students and the follow through with their own on the water session. Everything from Maritime Radio support to the details of YouTube presentations was explained. We also had a chance to see their training vessels. Their hospitality and kindness to our delegation was exceptional and was greatly appreciated. I believe we were there approximately three hours – a real education on our part.

That evening Nancy Gibson hosted about 15 members at her home for a meet and greet with plenty to eat. This was my residence for the evening also. Great views over the harbour.

Wednesday, May 27 – This was a transition day, moving to the island. After being picked up by my cousin, having lunch and getting my glasses replaced at her Optometrist (a long story) I boarded the ferry to Nanaimo. A smiling Barb Hoffstrom picked me up and she and Bob would be my hosts for the next three evenings. After dinner, we went for a walk along the coast line where all of the JN and N students that Barb and Sheila teach take their sights – as well as seeing “shack” island – whaler shacks from yesteryears.

Thursday, May 28 – I was given time in the morning to catch up on emails, calls back to the East and other work related items. A visit to West Marine caught me up to date on the day hosted the previous Saturday for the Safety Equipment Education and Pyrotechnic Disposal Program. Wendy is a very supportive dealer full of enthusiasm for CPS-ECP. That afternoon Bob and Barb took me on the water to experience for real the “charts” we teach from. This included Dodd Narrows, DeCourcy, Ruxton, Tree, Thetis, Valdez and Gabriola Islands, Ruxton Passage, Fraser Pt., Pilkey Pt. and, False Narrows, etc. It brings to reality the need for more comprehensive education. I challenge all of you to navigate False Narrows having only achieved a PCOC. We stopped at the Gin Palace Yacht Club for a leisurely stroll in some of mother nature’s raw beauty – you have to ask me about the Gin Palace YC. Dinner aboard once back at dock.

Friday, May 29 – Once again the morning was spent corresponding by email and telephone calls back East. After

stopping at West Marine to ensure the details of the flare returns had been resolved, Barb and I went into Nanaimo and then toured a bit up the coast including a stop at the home of P/C/C Mal and Carol Blann although they were not home. The evening was spent at dinner with Officers and Members of both the Vancouver Island North and South Districts. It was a great evening affording me the opportunity to meet incoming Officers and Squadron Members who would be attending the AGM’s the next day in a casual way providing time to chat and answer questions.

Saturday, May 30 – A drive south with Sheila Boucher brought us to Duncan, BC where both the VISD and VIND AGM’s would be held on the same day, arranged to accommodate my visit and I thank them very much for the opportunity. I believe many thought this arrangement was very worthwhile and should be looked at for the future. In the AM, D/C Brent England held the VISD AGM. After a luncheon, NEO Don Griffin and I were able to address both Districts. In the PM D/C Peter Bolton officiated his final AGM and new D/C Barry Ensign took the chair as the meeting closed. It was a very informative day and Members from both Districts were able to learn from each other and renew old friendships. Most certainly it was a positive day on my part. The day ended at dinner in Nanaimo with the PMD folks, the VISD D/C and the VIND P/D/C and new D/C. It was almost a celebration of a full week’s activities for me as all the D/C’s and immediate P/D/C’s from all three meetings were present. By the way, many of you remember riding “shotgun”. Ask me about riding “canon”.

Sunday, May 31 – After all had breakfast including P/C/C Mal and Carol Blann, it was time to return to the mainland in preparation to leave. Lunch was hosted by Rosemary Griffin for all those returning and the visit at her and Don’s home was appreciated. After catching up on emails, Nancy Gibson and her brother Bob hosted me at the Royal Vancouver Yacht Club patio for dinner. It is a small world. Bob lived for many years a block from my cousin in West Van and raced against her husband often. The historical tour through the club was fascinating and also within sight of Bowen Island, Pt. Atkinson and Pt. Cowan. The final night was at Nancy’s.

The Journey ends here physically, however, no one can replace the memories and the education I had not only of our land Canada and the west coast, but the most important aspect was what I learned about CPS-ECP, our Districts, our Squadrons and our Members. I did not reflect heavily above on the actual AGM’s, but all three meetings were exceptionally well organized and valuable to all those that attended.

To those who worked hard to make this happen, I thank you. A Chief spends a great amount of time working for the best interest of CPS-ECP but so do the thousands of Members who invest countless hours day in and out.

Simply stated, THANK YOU!

Sea Salt Galley Kat's SALMON CHOWDER

INGREDIENTS:

1 small onion, chopped
2 garlic cloves, minced
2 tbsp olive oil
1 cup chopped sweet pepper
sea salt and pepper to taste
1 tsp dried dill
1 bottle clam juice
1 can evaporated milk
1-2 tbsp butter
1 28oz can potatoes, drained and chopped (or baby potatoes, chopped)
1 small can corn niblets (or 1-2 ears fresh corn, kernels removed from cobs)
2 pieces fresh salmon, cut into 1" - 2" pieces

PREPARATION:

Heat oil and sauté onion and garlic until fragrant. Add peppers and continue to sauté. Add potatoes and corn and sauté for another 5 minutes or so. Add clam juice and milk and bring to simmer. Season with salt, pepper and dill

If using fresh potatoes and corn cook until potatoes are soft but not mushy. If using canned simmer for 10 minutes to blend flavours. If you would like to thicken it a bit, mash some of the potatoes with the back of your spoon.

When almost ready to serve, stir in butter and add pieces of salmon. Stir to blend then cover and turn off heat. The heat from the liquid will cook the salmon.

Makes 4-6 servings.



Katherine Haslam,
Montreal Power and Sail Squadron
<http://seasaltgalleykat.blogspot.ca/2015/06/salmon-chowder.html>

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Vantage Point

Squadrons and Districts across the country to train Squadron members to use GoToTraining so that they will be able to put on courses using this software package. There will be presentations on Thursday evening at the National Conference by some of the Course Directors. The list of presentations is on the website. The other Course Directors will be in attendance. If you have any questions please come and discuss your concerns or suggestions with the volunteers who work hard to make these courses possible.

If you have any suggestions or concerns do not hesitate to contact the Course Directors, the Assistant National Educational Officers or me by email at any time.

**Sarah-Jane Raine, S,
National Administrative Officer**

In April all Squadron Commanders received a letter from Bill Allan, Membership Chair, providing a list of non-renewals of membership to date, with a request to personally contact the

outstanding members. We hope that all Squadrons did so and with good success. The personal contact has been proven more successful than an email or letter. We trust all squadrons will be proactive in the future so that we do not have "lapsed members".

Hopefully all Squadrons have a Bridge Member or are considering sending a member to attend the National AGM. Your Squadron Commander, in attendance, will obtain much information from the Squadron Commanders Meeting on Friday and also the AGM on Saturday. Attendance at the various seminars is so beneficial, along with meeting, chatting and discussions with fellow members from across the country. The registration form and agenda is on the website. Remember that this is your meeting and only attendance by the members makes it successful.

Cathie Johnstone, National Secretary
I would like to thank everyone who took the time to nominate a fellow member for a National Award. I understand from the judging committee that we had some

excellent submissions. What a wonderful way to show your appreciation to our hard-working volunteers. The winners in each category have been informed and we are hoping that they will be able to attend the Annual Conference in October to accept the awards in person.

Come and celebrate with them in Niagara Falls, the room rate for the conference is \$149.00 for the duration of the conference. When you call, just state you are booking for the Niagara Conference 2015.

I know that a number of our members have taken some amazing boating trips this summer. Please share those stories with all CPS-ECP members by sending an article or series of articles to The Port Hole editor. We can all benefit from your experiences.

Charles Beall, National Law Officer

Our insurance company reviews CPS-ECP activities every year as part of a risk assessment. This year, our insurers noted that our organization has changed in the last decade from one

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CPS-ECP courses taught at B.C. school

Len Fallan, AP

Brentwood Bay Squadron.

For the past 18 years, Safe Boating courses have been taught at Glen Lyon Norfolk, a private school in Oak Bay near Victoria B.C. One teacher, Doug Tyrrell, has presented the courses for 15 years, longer than anyone within any school system in British Columbia. To mark that event, Brentwood Bay Squadron provided a plaque and D.E.O. Peter Simpson attended for the presentation.

As our course material and course names are ever changing, we update our course material with the Ministry of Education in B.C. every year. CPS-ECP courses *Boating Essentials* and *Seamanship* are

listed in their web site as "Boating 11-A". About 15 years ago, we established that any student with interests in the marine field could pay for and take these two courses, and receive two credits toward their graduation within the "Dogwood Graduation Program" in British Columbia for grades 10 to 12.

I am pleased to report a change to allowed credits. Students will now receive three credits upon completion of the two courses. I have been pushing that change for years, as I continually get calls from across the province from parents, teachers and administrators. Many students have opted to take other courses that are less



demanding in time and study. Now they can reconsider, knowing that they will now be getting three credits for our courses.



Bruce Harris from Ottawa Power and Sail Squadron and Bernd Zechel from Britannia-Rideau Squadron team up at the Ottawa Boat and Sportsman Show

Working together has proven advantages

Robin Craig, N

Ottawa Power and Sail Squadron

Twenty-seven members from two Squadrons, Ottawa and Britannia-Rideau, teamed up to take shifts for the four-day Ottawa Boat and Sportsman Show. This was a chance to explain who we are and what we do to the hundreds of people who stopped by as they toured the show, and this boosted attendance for our Boating Essentials and Maritime Radio courses that followed. It probably sparked interest in the on-line PCOC courses and for membership in CPS-ECP as well. The Ottawa show is an annual event that the OPSS and B-RPSS participate in, with each Squadron alternately taking the lead to register and organize our shared booth.

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that they characterized as just offering boating instruction in classrooms. They now see CPS-ECP as having moved into a variety of other activities such as the flare collection program, the RVCC program, distance education, using simulators, and considering on-the-water training. That positive feed-back from an unlikely source is a compliment to our organization.

Some squadrons are actively seeking ways to get involved in their community by contacting cottage associations to promote boating safety courses, contacting boat dealers, or participating in

local on-the-water boat shows and regattas. As Bob Dylan wrote many years ago, "...the times they are a changin..." Squadrons and Districts are finding new and innovative ways to promote boating safety and education, using Go-ToMeeting to offer advanced courses or combining resources to co-operatively offer courses to one larger group rather than three or four small ones.

Our challenge is to look for more ways for our Squadrons and Districts to become involved in our communities and to use our resources in different ways to promote boating safety and education.

Squadrons and Districts with extra cash can support local events, promote boating safety, or buy a simulator for your Squadron or District. If you don't have one, borrow one and have an event day with a local boat show, or boat dealer to promote boating safety and CPS-ECP.

Our message is always current. We need to ensure that our activities in bringing that message forward are relevant and engaging.

James R. Hay, JN
Lake St. Louis Power and Sail Squadron

As I write this it is early-August and summer is in full swing – well, sort of. You are reading this in early autumn when things may be somewhat different. There are those who claim that climate change is not real but I just have to look at this summer and the past several summers to see that things are not as I remember them. We can debate the causes but the changes in our climate are real.

It seems that the west is burning up, literally in some cases, while the east is drowning in rain. Quebec and Ontario seem to have had a relatively normal summer although that could be questioned.

In Kincardine, a teenager jumped from the pier and disappeared in what may have been high waves. The search had to be called off owing to an approaching thunder storm. While the storm was spectacular, its full force was felt further inland when the little village of Teviotdale was very nearly blown off the map. I didn't hear of heavy damage in nearby Palmerston so the rumour of a tornado may very well be true.

Tragically, there have been a number of drownings this summer and that should give us all pause for thought. We need to consider how we can make our swimming and boating safer. Perhaps the fall is a good time to think about that since it affords time to think of strategies and to make a list of any needed purchases for the spring.

When I was young my uncle insisted that I wear a life jacket any time I was near the water. That didn't mean just on the dock; it was within fifty feet. In those days there were no PFDs and life jackets were bulky things filled with kapok. They were not comfortable and for a young boy with sight problems they made getting around the uneven terrain of the Muskoka District difficult. Since we were visiting his cottage his rules prevailed.

While I admit to not wearing a PFD as often as I should, I do so when there is a possible problem. With the newer,

more comfortable, PFDs I am certainly inclined to wear them more often. We don't expect accidents to happen any more than we do sunburns – but we still put on sun screen. When would I be sure to wear a PFD? Well, I'm probably more likely in a small boat especially if the water is choppy. As the size of the boat increases the likelihood of certain problems diminishes. However, I can recall one time when I was wrestling with an anchor rode on a 35-foot trawler, standing in the forehatch with a rope tied around my waist and another crew member holding my ankles – oh, yes, we were broadside in six foot waves. There was no room for a PFD but I made sure I wasn't going overboard. We will not discuss the sentiments toward the crew member who left the anchor unsecured.

If I am on the foredeck of a sailboat either furling or bending on a foresail a PFD is a good idea. When the waves are running high or the wind is gusting and therefore the behaviour of the boat, particularly small boats, may not be easily predicted, it is a good time to put on the PFD. If I think there is a likelihood of a problem I believe it is wise to don the PFD and then deal with the situation.

Maybe taking the weather course is a good idea for the winter – to help you figure out what will happen in your own back yard. Water levels are likely going to be a concern if the west and northwestern Ontario don't get more rain so perhaps making sure your charts are up-to-date would be a good idea. You don't want to be like George and hit the well-known rock pile near the cottage.

