

The Port Hole

FALL 2014

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Photo: Vanessa Schmidt
Skootamatta Lake



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

It was the end of June, and after a week of torrential rain the levels were rising at Fishing Lake, our regional resort lake 15 minutes from my home town, Foam Lake, SK. The wind was blowing on shore, and the waves were at least a foot and a half high. Lake water was splashing over the berm, about 15 yards from my friend's cottage/permanent home, and hitting the living room windows. But it wasn't the regular walls of water that had my friend glued to her seat, watching.

Earlier, she had seen a kid attempt to take out a kayak, but he or she had the good sense to give up fairly quickly and head for shore. Likewise, it didn't take the skipper of the small power boat long to realize that the conditions were beyond him. They almost were – when he attempted to turn back to shore, he miscalculated the wave action and landed sideways in the trough. Fortunately, he and his boat survived. However, the fellow on the personal water craft seemed oblivious to weather conditions and wave action as he ventured further and further out into the middle of the now very choppy lake. Our little lake is probably glacier-made, long sandy beach, gentle slope into the water, but 65 feet deep in places and almost a perfect circle. No handy coves or sheltered bays – just open water.

My friend kept her phone handy. If he disappeared, she would call the RCMP – the Mounties serve as our small town Saskatchewan police service. “Not that they could have done anything,” my friend said later. “They probably don't have a boat available. But at least they would have known that there was a body out there.”

He did make it back to shore in one piece, but my friend, who is not a boater, had a question. “Everyone in Saskatchewan has to get the Card,” she said. “What do they teach them?” I couldn't answer her question.

But I did know two statistics. Before June was done, there had been 11 boating deaths in Ontario alone, a stark contrast to five in 2013, and the Canadian Red Cross had reported that fewer than 50 per cent of Canadian boaters wear life jackets, even though 82 per cent of Canadian boaters believe it's a legal requirement.

And I do know that weather in Saskatchewan has gotten crazier – storms blowing in without warning, regular tornado sightings, and, by the end of June, more rain in five days than the province gets in a month. There was so much rain that sleepy little Birch Creek, which runs through the base of Highway 16 and is contained during spring run-off by three culverts, swelled to monster proportions. During the deluge, it rose 30 feet, sweeping over the highway in a good imitation of Niagara Falls, taking with it much of the pavement and roadbed. Highway 16 is the alternative TransCanada. Nobody's taking bets on when it will reopen.

There's something else that comes with what now appears to be an annual flood period across the prairies, something new for those of us who consider a 15-year-old poplar (aspen) to be a full-fledged tree. The something new is flotsam and jetsam in recreational water.

When Round and Crooked Lakes spilled their banks over very popular cottage country around Qu'Appelle, the province issued two warnings to boaters. An aerial survey had revealed the debris brought in by heavy winds. Boaters were told to stay off the water because of the hazard of floating timber. Most of our small lakes have no buoyage or danger-marker system.

Boaters were also warned about the damage their wakes could cause cottages that were under water, and were asked to think about the consequences of destroying someone's hard work because of a misguided need to go sightseeing to check out the damage on the lake.

Weather alerts in our province now come with new warnings: “Heavy rains can lead to flash flooding. Vehicles can be swept off the road. Stay alert for warnings and be prepared to take appropriate measures.” If this is the new normal, and it just might be, then somehow, recreational boaters, in particular those who can arrange for only a few precious weekends at the cottage, need to feel the same urgent necessity to be alert to conditions.



**Jim Brown, S, National Administrative Officer
Burlington Power and Sail Squadron**

Thanking the Volunteer

Canadian Power and Sail Squadrons is continually undergoing change as we endeavor to meet the challenges of expanding our presence in the marketplace and competing as a not-for-profit organization.

Annual advertising and marketing budgets that most national organizations work with are only a dream for us in CPS-ECP, hence, the responsibility for developing and implementing successful programs falls on the shoulders of our very dedicated and creative volunteers.

In the world of not-for-profit volunteer organizations, one needs to rely on the expertise from within the membership to source those individuals who are both capable and interested in devoting their time to the success of that organization.

At CPS-ECP, we have been extremely fortunate over the years to have our members stepping up to offer their services, and the results of the efforts have been evident in the successes we have achieved.

To start, the Membership Committee, under the guidance of Committee Chair Bill Allan, has been actively working at providing support to the Districts and Squadrons on such key topics as Membership Acquisition and Retention. Without attracting new members, while at the same time ensuring to maintain existing members, organizations become vulnerable, and will eventually disappear. Bill and his team offer their support in the form of online resources such as the Membership Acquisition Program, Part 2 (MAP2) and direct communications with Commanders and Membership Officers in support of their specific local needs.

The Marketing Committee, under Committee Chair Jill Denis-Raycroft and Marketing Manager, Vanessa Schmidt, has introduced programs that are designed to create and promote consumer awareness of CPS-ECP, and to strengthen our presence and image across the country. Participation in major Boat Shows and events expose the general public to who we are, and what we have to offer. Promoting our courses through advertising, discussing the educational options we offer, and the opportunity of witnessing the passion CPS-ECP volunteers have for the boating lifestyle are all part of the overall Marketing of our organization. These efforts will be further supported later this year with a nationally televised commercial promot-

ing CPS-ECP. Both Jill and Vanessa have played a very active role in promoting and supporting CPS-ECP internally and externally, and again, these efforts are delivering positive results.

One of our key objectives as a member-driven organization is to keep the members informed on the activities going on around us. Chair of the Communications Committee Frederic (Sandy) Carter and his team are responsible for managing the CPS-ECP web site, the Forum, publishing the *The Port Hole / Le Hublot* magazines. One of the critical, behind the scenes committees that delivers a major event each year is the National Conference Committee under Chair Tracie Berekoff. Tracie, and the local hosting Committee members work 2-3 years out in preparing the finale to our year, the National Conference and Annual General Meeting. Finding locations and facilities capable of hosting a 400+ member conference, and coordinating all of the activities that make a conference flow smoothly is a monumental task.

This year, CPS-ECP will be celebrating in Quebec City. 2015 will move to the home of one of world's best known attractions, Niagara Falls, and then in 2016 we move west again to Vancouver. Tracie juggles the details of all three major events at the same time and manages to create a unique and enjoyable experience year after year in different locations.

Member Benefits is another key element of being a CPS-ECP Member. Efforts are currently underway to review all Member Benefit Programs, and to source new, meaningful relationships with outside organizations interested in being aligned with CPS-ECP and our 24,000+ members nationally.

The newest initiative in the Administrative Department this year has been the introduction of a pilot project along with Transport Canada and CIL Orion. The "Emergency equipment education and pyrotechnic flare disposal for recreational boaters" program under the leadership of Mike Smith, along with John Gullick and Walter Kowalchuk, saw CPS-ECP displays at 10 locations chosen specifically by CIL Orion across Canada. The exhibits were further supported by the local Squadrons and promoted the courses offered by CPS-ECP, the inspection of safety

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Canadian Power and Sail Squadrons

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Editor-in-Chief
Joan Eyolfson Cadham, S

Art Director
Vanessa Schmidt

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Contributing Editors
Jim Brown, S
Mary Burt
John Gullick, AP
James Hay, JN
Larry MacDonald
Fern Magnus-Brown
Bradley Schmidt

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publication. Editorial copy and
correspondence should be sent to
theporthole@cps-ecp.ca

Patron
H.R.H. The Prince Philip
Duke of Edinburgh, K.G., K.T.

Canadian Power and Sail Squadrons
Les Escadrilles canadiennes de
plaisance
26 Golden Gate Court
Toronto, ON M1P 3A5
1-888-CPS-BOAT F. 416-293-2445
theporthole@cps-ecp.ca
www.cpsboat.ca

Executive Director
Walter Kowalchuk

Continued from page 53

equipment, and the collection of out-dated marine flares. While the pilot program was in a trial stage only for 2014, the results have been extremely positive, with marinas, retail stores and Squadrons already expressing keen interest to participate in the future if a like program is once again applied for and approved.

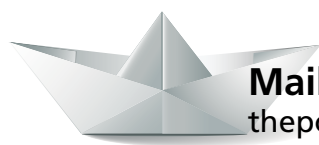
The above Committees are part of the National Administrative Department and are only a few of the total number of committees across Canada.

So, as the heading for this article stated, "Thanking the Volunteer" is the least we can do for those 2,900 + volunteers who contributed over 150,000 hours last year alone to the success of this not-for-profit organization.

Yes, we have a limited advertising and promotional budget, but the passion our volunteers have for making CPS-ECP a success is priceless.

Take a minute to thank a CPS-ECP volunteer and to also consider joining one of our successful teams.

We all have something to contribute and gain.



Mail Call

theporthole@cps-ecp.ca

HELP WANTED

LOOKING FOR two volunteers to attend a two-day weekend workshop in Toronto in November. Learn how to mentor your area instructors for teaching in an online environment.

ACCOMMODATION and TRANSPORTATION PROVIDED

Contact Carolyn Reid at reidcar@rogers.com for further details



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**John Gullick, AP
Manager, Government and Special Programs**

Reporting Marine Accidents

I get asked from time to time if boaters have a responsibility to report marine accidents/incidents that they are involved in or witness. The simple answer is yes. It is required by law. Depending on the location and jurisdiction, boaters would contact the local/ regional police department and make out a report.

Interestingly, I just received the press release below issued by the Ontario Provincial Police regarding the ability of citizens to now self-report non-emergency issues including those involving vessels and shoreline damage caused by vessels. Here is that release:

July 7, 2014: CITIZEN SELF REPORTING COMES TO THE ONTARIO PROVINCIAL POLICE, ORILLIA, ON

The Ontario Provincial Police (OPP) has made another move to improve efficiency within one of the largest deployed police services in North America.

This week the OPP unveils a new online reporting system that will enable the public to report specific occurrences from a computer. Citizen Self Reporting will offer the public another way to report select incidents which are not an emergency, by completing a report online at their convenience.

The OPP is one of several Ontario police services who have adopted an Internet-based crime reporting system where people can report certain crimes such as lost property, theft from vehicles, and property damage, without an officer having to be dispatched. Only occurrences that do not involve an injury, a suspect or evidence are applicable. An officer will attend if requested by the complainant.

It is expected that Citizen Self Reporting will be beneficial to both the public and the police. It will provide a convenient alternative to the citizens of Ontario, while allowing frontline officers to focus their efforts on other enforcement and crime prevention strategies within our communities.

By providing people with another option for reporting crimes, the OPP is hopeful that more incidents will be reported, resulting in the collection of information to develop future crime prevention initiatives.

To access the system, go to opp.ca. The OPP can be contacted toll free anytime at 1-888-310-1122.

Water fleas – they are not insects

How can something as small as 1.5 cm be described as the greatest threat to the biodiversity and structure of native zooplankton communities on the Canadian Shield since acid rain? And why does it matter?

Spiny water fleas and their smaller cousins, the 1 cm long fishhook water fleas, came to us from northern Europe and Asia. Much given to hitchhiking, they most likely travelled to the Great Lakes in untreated ballast water from international ships. The first spiny water fleas were found in Lake Ontario in 1982 and in Lake Huron in 1984. They have since spread as far as Lake Winnipeg. The fishhook variety arrived a few years later, in 1998, also, presumably in ballast water.

And they are not insects. They are tiny crustaceans. The spiny water flea has a barbed tail spine. The fishhook water flea has a long barbed tail ending in a fish hook shaped loop.

Why are they a problem – and a serious danger to our ecosystem? Because they are voracious eaters of plankton, which is at the bottom, and forms the backbone, of the aquatic food chain. They can create a serious decline, or a complete depletion, of some plankton population. And there's nothing in our water system that will eat them. Those barbed tails discourage even the hungriest potential predator. Some large fish might dine on them, but, meanwhile, they

are stripping away the food source for the smaller fish, including perch and panfish.

No predators, and they reproduce rapidly, by cloning as well as through egg production. Their eggs can remain viable all winter.

Now that they are in our waterways, how do they travel? They get caught up in fishing lines, fishing nets, and other fishing equipment, and moved from one lake or river to another. Spiny water flea eggs and adults may become unseen travellers in bilge water, bait buckets, and livewells. Because they are so tiny, they are only spotted when they clump together in masses that have been described as gelatin-like, or cotton batting.

If we don't have anything that will eat them, and we can't see them, how do we keep them at bay? The solution is simple and straightforward and will complicate the lives of those of us who want to spend our summers on the water: Inspect your boat, trailer and equipment after each visit to your favourite waterway. Before moving to a new body of water, remove all plants, animals and mud from your boat. Drain water from your motor, live well, bilge and transom wells while on land. Rinse all recreational equipment with high pressure or hot water, or leave everything to dry, in the sun, for at least five days.



Maiden Voyage of the 1962 Nomad Trailer

Bradley Schmidt
Markham Agincourt Power and Sail Squadron

In seven years and nearly thirty installments of Jet Set, no topic has garnered more interest and feedback from the readers than the Nomad Camping Trailer / Boat. From the first mention a few years ago to the most recent article on the restoration there has been an onslaught of letters from other owners, a family member of one of the original creators, and most recently the gentleman responsible for the tent-making operation at Imagineering, the designers and manufacturers of the Nomad. In case you've forgotten, Imagineering brought this unique combination to market in the early 1960s. It's a highway-capable camping trailer with a boat for a lid. The kicker is that the trailer itself is also a boat and can actually be towed through the water to remote island campsites.

This restoration used a number of skill sets. Because of the bad condition of the boat when I started, I ground off the entire gel coat and built up a number of new lay-

ers of fibreglass before filling and smoothing the hull in preparation for paint. The trailer portion had some cracks and chunks that needed repair. Both portions needed new wood inside. I did some welding on the trailer portion as well – the original design had no positive connection between the tongue and the axle; instead it relied on the strength of the fibreglass. Because I intend to take mine off-road, I welded a connection between the two and made some hidden cross-bracing to reduce the flexing on the fibreglass. Finally a new tent had to be made. The original brochures showed a number of options, from a full pop-out version with an add-a-room to a simple pup-tent. Because I sewed it myself, I stuck to the pup-tent option to keep things simple.

On a sunny day in early July, I hitched the newly restored Nomad to my 1962 Chevy C10 pickup and threw an Evinrude Lightwin 3hp outboard from the same era in the bed of the truck. The setting was an idyllic campsite in the North Frontenac Parklands.



The results speak for themselves. Aside from my PFD, the images could have been taken 50 years ago when the trailer was new. The boat lifted from the base and floated easily. With my faithful Weimaraner along for the ride I fired up the Evinrude and zipped back and forth for the camera. The boat handled well, even when we later tested it with two adults and the dog. The moment of truth arrived when (not without trepidation) I wheeled the trailer into the water to validate the claims in the original documentation. Much to my surprise it floated high and dry and didn't seem to be affected at all by the wheels and heavy steel tongue. The trailer portion towed easily through the water, even with the tent erected (normally it would be left down for a water crossing). The boat is rated for up to a 7hp engine, but my trusty 3hp did an admirable job of pushing the boat through the water without adding excess weight to the transom.

Though my interest waned numerous times since the start of the project, zipping around on the water with the trailer in tow sure was rewarding. I wouldn't take it out in rough conditions, but it does seem to work as originally designed – fifty-year-old Canadian ingenuity at its best. I can't wait for the next outing and my first overnight trip with the Nomad.



Solo in the Broughtons

by Larry MacDonald and Fern Magnus-Brown

As indicated by the subtitle, this article is not about boating solo in the Broughtons. Having sailed through this island-studded wilderness in British Columbia for five weeks last summer, we would not recommend going single-handed. Numerous tidal currents, half-submerged logs, kelp beds, and isolated rocks require extra eyes. As well, the rugged beauty of its coastlines, back-dropped by verdant snow-capped mountains, is perfect for sharing with companions.

Solo refers to Fern's Giant Schnauzer who accompanied us, providing ample opportunities to go ashore. Often, we had difficulty finding suitable shore access to allow her to do her business. "Wouldn't it be nice," we mused, "to know in advance which marinas and anchorages are dog friendly?" The obvious answer prompted us to take notes so that other boaters will know where their dogs can romp down a trail or check out an easily accessible beach.

We categorized marinas and anchorages as either dog friendly or not dog friendly and arranged them in alphabetical order. To be considered friendly, a location required nearby shore access onto a dock or a beach, as well as a substantial beach, walking trail, or logging road for dogs to stretch their legs. Although most of the 22 locations listed are within the Broughtons (north of Desolation Sound between Vancouver Island and the Mainland), a few are on the fringes, which we visited while boating to these islands from Powell River, British Columbia.

Dog Friendly

Blind Channel Resort: This full-service marina offers a map of scenic hiking trails through cedar forests, ideal for dog walking. One loop leads visitors to a gigantic 800-year old Western Red Cedar. Another intersects with logging



Sunset in Potts Lagoon

roads, which meander around West Thurlow Island. Every August, the resort owners arrange for visiting canine crew to participate with their greeter dog, Snoop, in a fun dog show.

Cordero Lodge: A resident dog at this small marina greeted Solo and showed her a picturesque path behind the lodge, which leads to kilometres of logging roads for adventurous travelers and their canine companions who like to explore. “Pooch” also showed her a lovely place to swim in salt water. Fortunately, water taps are available here and at most marinas in the Broughtons for rinsing dogs with fresh water to eliminate dry skin and possible itching caused by the salt water.

Dent Island Lodge: This luxurious marina provides a water dish, free poop bags, a scenic “Tugboat Trail” along the water, and a beach for some good old dog paddling. Two friendly canines joined Solo as we ambled along their expansive docks admiring the visiting mega-yachts.

Forward Harbour: A wide beach allows access to a trail over a wooded hillside to another beach at Bessborough Bay. While beachcombing on the Bessborough side, Solo took a liking to a boomerang-shaped piece of driftwood. After an extended game of fetch, she carried her prize partway back the trail before dropping it as if to say, “I am leaving this stick for another dog to enjoy.” We carried on, vowing to someday re-visit this delightfully secluded anchorage.

Greenway Sound: Although this once-popular marina has been closed for years, several other boats were tied to their derelict docks. We stayed just long enough to dinghy over to another dock from which we hiked a 2-kilometre trail leading to stunningly gorgeous Lake Broughton. Here, Solo enjoyed a leisurely swim in fresh water, jumping in from a partially submerged dock for another game of fetch. The trail continues upward another kilometre to smaller Silver King Lake.

Jennis Bay Marina: This hospitable marina on the main-

land has two resident dogs, Bravo and Koal, and kilometres of trails and logging roads to explore. As with most marinas in the Broughtons, the operators love dogs and don’t mind if they are loose on the docks, even at Happy Hour, as long as they behave and the owners provide supervision. Here, Solo got up close and personal with a salmon caught just off the dock by a visiting boater.

Kwatsi Bay Marina: This small friendly marina nestled among towering granite mountains in the Great Bear Rainforest has a short walk from the top of the dock ramp to a pet potty area. By dinghy, a longer walk in the woods leads to a spectacular waterfall where Solo frolicked in the bubbly fresh water.

Lagoon Cove Marina: This is probably one of the best-designed marinas for dogs. At the top of the steps leading from the dock is an area for relieving pets. A map of Pet Paths is posted showing various trails, with distances, all leading back to the marina. Solo chose the longest path to a rocky beach at the Blow Hole, the passage separating East Cracroft from Minstrel Island, where she enjoyed a refreshing swim.

Port Harvey Marine Resort: Extensive logging roads through the hills behind this full-service marina provide long walks for energetic crew and canines.

Port McNeill: Two separate full-service marinas allow ready access to a walking trail along a grassy waterfront that continues onto a dirt road. We stayed a few days at the marina nearest the fuel dock where we were greeted daily by Stewart, the Manager’s Yellow Lab. Before we left, Solo was invited back for some fun doggie activities later in the year.

Squirrel Cove: On Cortes Island in Desolation Sound, numerous hiking trails are available from the marina, including a 5-kilometre trail to Von Donop Inlet in Ha’thayim Marine Provincial Park. The anchorage further in the cove has a



Sullivan Bay Marina



One of several colourful float homes in Potts Lagoon

small islet for dogs to do their business, and a reversing tidal stream that leads to a lagoon. Reportedly, a trail leads from the lagoon across the Island but we chose not to wait for a flood tide in order to access it.

Sullivan Bay Marina: A designated grassy “Poop Deck,” and a treat from the Manager made Solo feel welcome at this full-service marina. The mile-long docks are great for walking among the float homes, although they do not allow ready access to shore. Plans are in the works for a new separate dock accessible by dinghy and for a trail through the woods, but neither was completed at the time of our visit.

Turnbull Cove: An uphill, downhill trail leads to a dock at Huaskin Lake, perfect for owners and their dogs to take a refreshing dip and bask in the sunshine.

Not Dog Friendly

Broughton Lagoon: This beautiful anchorage has access to a beach, which unfortunately is too small for an extended walk. Solo made the best of it by going for a swim.

Claydon Bay: Although there is no trail, we scrambled a short distance through bush to a creek where Solo had a drink.

Farewell Harbour: This anchorage has a fishing lodge on private property, which reportedly is off limits to transient boaters during the busy season. Since no one was in residence during our visit and no other shore access was available, we allowed Solo to relieve herself on a patch of turf and take a short walk on the dock.

Potts Lagoon: This well-protected cove has a cluster of small float homes linked by log-boomed “sidewalks,” not suitable for dog walking; instead, we used a small islet nearby that was difficult to access from our dinghy. Nearing the end of flood tide, we dinghied with the current from our anchorage into a tranquil lagoon. Although we found no shore access in the lagoon, a quiet row provided Solo an opportunity to bird watch: bald eagles and herring gulls soared overhead while blue herons and black oyster catchers stalked the shallows. We lingered just long enough to catch the ebb flow back to our anchorage.

Refuge Cove: This full-service marina in Desolation Sound has a designated patch of grass on shore for dogs to relieve themselves. There are no nearby trails and most of the bay is surrounded by private properties.

Shawl Bay Marina: This friendly marina with loads of amenities, including greeter dog Foxy, has just a small green area for dogs, which Solo refused to use. She preferred an old log dump, which we accessed by dinghy.

Simoom Sound: This dogleg inlet offers several anchorages, one of which has a small beach but very little space to walk. We were greeted by a black bear foraging on the beach, which retreated into the woods as we approached.

Sutherland Bay: Rocky beaches are not suitable for walking. However, if your dog can handle a 15-minute dinghy ride, many kilometres of old logging roads are available.

Waddington Bay: This beautiful anchorage was our biggest disappointment for Solo. What looked like beach turned out to be mostly mud, while a small islet was only accessible at high tide.

The good news for those who boat in the Broughtons with their canine companions is that most of the marinas we visited (9 out of 11) are dog friendly. The bad news for those who prefer the serenity of a quiet anchorage is that most of them are not dog friendly (7 out of 11). At high tide, the sea goes right up to the trees so there is very little shore access. At lower tides, the shore is beset with barnacles and oysters, which were hard on our soft-bottom dinghy as well as on Solo’s paws.

If you boat in the Broughtons with your dog, be aware that this area is primarily wilderness, home to bears, cougars, and coyotes, so it may be prudent to keep your dog within view and under control when going ashore. And two final caveats: First, we only reported on a limited number of marinas and anchorages during our cruise – many more could have been included if we had more time. Second, our classification of locations as dog friendly was based on our experience in the summer of 2013. Since that time, changes may have been made, especially at marinas, to ensure that boaters with canine crew will be more likely to enjoy this increasingly popular cruising destination.



Inspect your boat, motor, trailer, and boating equipment such as anchors and fishing gear, centerboards, rollers, and axles. Remove any zebra mussels and other animals and plants that are visible before leaving any waterbody. Sourced from: O.F.A.H

Updates on invasive species

Joan Eyolfson Cadham, S
Saskatchewan Power and Sail Squadron

Saskatchewan had its zebra mussel scare in 2009 when a boat, bought in the USA for restoration and sale in Saskatoon, came complete with a colony of the tiny invaders. Fortunately, the travellers were discovered before the boat hit water, so that the owner was able to remove them.

In 2013, seven boats infested with the invasive mussels were caught before they crossed the border into Alberta. The states south of Alberta have been effective in intercepting contaminated vessels.

Quagga and zebra mussels were introduced into the Great Lakes and the USA in the 1980s, probably from ballast. They have spread, relentlessly, into Ontario and Quebec and 24 American states as far west as California. In October 2013, zebra mussels were discovered in Lake Winnipeg.

Provinces and states are fighting back, and they are not working in solitary isolation. In 2009, B.C. teamed up with federal, tribal and state agencies from Washington, Oregon, Idaho and Montana to form the Columbia Basin Rapid Response Plan. Ongoing communication among the partners ensures early detection and rapid response. Washington, Montana, Oregon, Idaho and Alberta run inspection programs and notify B.C. if they intercept a suspect boat. The Invasive Species Council of B.C. deploys three high-pressure washing stations across southern B.C. to respond to any threat.

Meanwhile, Manitoba has taken steps to wrest Lake Winnipeg from the zebras. The province sealed off four harbours with a silt curtain in mid-May and injected liquid potash into the lake until a sufficient concentration suffocated the mussels.

Provincial officials say that the liquid potash treatment in a lake environment is a first. Manitoba is treating other harbours.

On the other hand, an experimental plan to add bacteria to a Wisconsin lake to kill zebra mussels has been dropped because of local opposition, including worries from some county officials.

Manitoba, where the zebras were first found a year ago, is increasing monitoring on Lake Winnipeg because zebras could still be lurking just beyond the treated areas. The boating public has been asked to watch for mussels because, say officials, probably 90 percent of boats coming into Manitoba have been in mussel-infested areas. Five decontamination units have been provided.

In all areas, boaters are asked to be vigilant and to use the Clean, Drain, Dry program – clean off the mussels, using a mild bleach solution and very hot water, drain everything, and dry the boat and motor by exposing to the sun for several days.

Meanwhile, a new lab in Burlington will be the front line in the fight against another invasive species, the Asian carp, a fish that eats the plankton which is at the bottom of the aquatic food chain, leaving native species at risk. The carp were introduced to North America in the 1970s, for the aquaculture industry in the southern United States and for the life food fish industry in Canada. The Burlington facility, located at the Canada Centre for Inland Waters, is an Asian carp research lab that's the first of its kind in Canada. It's essential, say staff, because the Great Lakes are in real danger. The problem with invasive species is that their natural predators were left at home when they moved to Canada.

Plastic pollution closer to home: microbeads in the Great Lakes

Joan Eyolfson Cadham

We tend to think in terms of oceanic pollution, the huge *Great Pacific Ocean garbage patch* or one of the other *gyres*, North and South Atlantic, North and South Pacific, and the Indian Ocean. (See Summer 2014 Port Hole.)

However, real trouble is evident closer to home. An American scientist from Dartmouth College in New Hampshire has discovered that Arctic sea ice is contaminated with microplastics, tiny bits of plastic from the south. According to scientists, microplastics absorb and concentrate other environmental pollutants, which will enter our food chain as animals swallow them.

But even closer to home, a research team studying the Great Lakes discovered that Lake Ontario has more than a million beads per square kilometre. But that's not the end of it. Water from Lakes Superior, Michigan, and Huron moves through Lake Erie then drains, via Niagara Falls, into Lake Ontario, the St. Lawrence River, and, ultimately, the Atlantic. And where do they come from? That was the next discovery. The findings? These tiny beads come from our toothpaste, our soaps, and our facial scrubs, where they provide the gentle abrasive effect we have come to expect. Too small to be filtered out by our water treatment facilities, they eventually make it to the lakes, where they accumulate and, as they do in the Arctic, collect toxic pollutants. And as

the little fish who swallow them are, in turn, swallowed by the bigger fish that we eat, those little plastic beads eventually find their way into us.

The good news is that some of the major players, including Unilever, L'Oreal, Colgate-Palmolive, Procter & Gamble and Johnson & Johnson, have agreed to start phasing microbeads out of their products.

The bad news is that there is no way of ridding the Great Lakes of the current accumulation of microbeads.

The other bad news is that the Canadian and American governments haven't passed a united law banning the use of these tiny bits of plastic pollution. However, a binational committee of the Great Lakes Fishery Commission has urged the provincial, state and federal governments across North America to ban the production of any personal product that contains the tiny plastic beads that fish can mistake for food.

Meanwhile, it might initially seem comical – nautically-themed Lego pieces washing up on a beach in Cornwall, England for 17 years. The 4.8 million pieces were in a shipping container that washed overboard in 1997. The plastic pieces that reach the beach are considered collector's items. Not so for most of the debris from the 10,000 plus shipping containers that go overboard every year and are never recovered.

Fuel Safely

Pam Miller, USPS

As USPS members, we do our best to be safe on the water, but are we as vigilant about boat maintenance? Consider the following true story.

Two men looked forward to a day on the water. They left Florida's Kennedy Point Park the morning of June 4 and headed north on the Intracoastal Waterway. Around 1300 they stopped for fuel at Titusville Municipal Marina.

One man tied up to the fuel dock and proceeded to fuel up. As required, he turned on the blowers to clear any fumes before starting the engines. The port engine started right up; the starboard engine did not. On the third attempt to start the starboard engine, the boat blew up.

Boaters along the dock ran to the stricken boat with their fire extinguishers. The two men were transported to the hospital.

The final report on the cause of the accident has not yet been filed,

but maintenance issues are suspected.

Think about it: If your vent lines are clogged, running your blowers won't accomplish much. This explosion demonstrates how important it is to properly maintain both your boat's mechanical and electrical systems.

Even if you are diligent about maintenance, you can take other practical steps every time you fuel to ensure safety. After fueling an inboard engine with gasoline, running the blowers is not enough. Open the engine hatches and perform the sniff test. If you have trouble starting an engine, shut it down. Don't assume all is well; check it out.

A well-maintained boat is every bit as important as having the proper number of life jackets on board. Take care of your boat, and it will reward you with a spectacular summer on the water.

-Courtesy USPS Compass Vol. 8 No. 6



Francois Segard of Montreal Power and Sail Squadron, consulting charts and the 2014 Nautical Guide before setting out on their "Little Loop" cruise. Photo by: Kathy Haslam.

Cruise Planning: Where to go

Your first decision will be choosing a cruising destination. Start building a cruise file—either an electronic folder, loose-leaf binder or both—for places you want to visit.

Once you've collected a considerable amount of information about your chosen destination, talk to someone who's been there. You'll gain valuable knowledge from others' first-hand accounts. Cruising clubs, yacht clubs and boating organizations can provide a wealth of information.

Next, study several cruising guides for your target area. Guides will help you choose marinas, anchorages and interesting stops along the way. You'll find a host of information on where to find fuel, laundries, groceries, restaurants, museums and other attractions as well as a list of required charts.

If you are planning to cruise outside the country, become familiar with entry and exit costs and procedures as well as what cruising and length-of-stay permits are required.

What to do

Planning your itinerary can be as enjoyable as cruising itself. After digesting your chosen cruising guides, make a list of places and things you'd like to see. Get local advice when possible.

Be aware that although many marinas operate on a first-come first-served basis, others take reservations, so plan accordingly, especially for popular destinations. Busy marinas

may take call-ahead reservations, but if you don't have a reservation, plan on docking early to secure space. For longer accommodations, especially during the busy season, it is best to make your reservations months in advance. When preparing an itinerary, time constraints take priority. Most of us don't have unlimited cruising time, so we must match our cruise itinerary to our timetable. When planning your time, use a cruising speed that's 70 percent of your typical cruising speed. If your powerboat typically cruises at 15 knots, plan on an average speed of 10.5 knots. When making nonstop passage on a sailboat, plan on 100 nautical miles in 24 hours to allow for adverse current and winds.

Allow for bad weather days, perhaps one a week, in your cruise schedule. If you don't need the extra days, you can use them to extend your stay in a favorite spot.

Give yourself at least a full day of rest and reflection at the end of your cruise, so you don't return to your regular life exhausted from your travels.

—*Courtesy USPS Compass, December 2013*



Rhine River Cruise

Mary Burt, Etobicoke Power and Sail Squadron

Two sleeps to go! Two sleeps before our plane transports us to Amsterdam and the good ship *AmaCello*, which will take us on our cruise along the scenic Rhine River. What could possibly go wrong? A frantic email from a friend, who is in the travel business, provided the answer. Our dream trip was in imminent danger of being cancelled – all due to Mother Nature! Flooding of the Danube and Rhine Rivers, in the spring of 2012, had put our journey in jeopardy. Our friend had received news that the *AmaCello* was stranded at Breisach. Worse, it might not be able to reach Amsterdam in time to pick us up.

We immediately contacted our travel agent, and alerted our friends who would be travelling with us. After sitting on pins and needles for 24 hours, we received word that our trip was a “go”. We could complete our packing and present ourselves at the airport, secure in the knowledge that our ship would be ready to receive us when we arrived in Amsterdam.

Upon our arrival at Amsterdam’s Schiphol Airport, we immediately parted from our friends, Peter and Marian, who were going to be picked up by an AMA Waterways representative. David and I bid them adieu and proceeded to the railway platform, located in the lower level of the

airport. In the blink of an eye, or so it seemed, we had arrived at Amsterdam’s Central Station. From there it was a mere 10-minute walk to our ship. The day was bright, warm and full of promise. As we approached the quay, we saw a number of river boats, but none of them bore the name *AmaCello*. Where was our ship? More importantly, where were Peter and Marian?

Fortunately for us, and before panic could set in, we beheld a wondrous sight – a pagoda bearing the name of AMA Waterways. Even better, two gentlemen came forth to greet us. Always preferring to hear the bad news first, we learned that, sadly, the *AmaCello* was unable to reach Amsterdam in time to greet us. The good news was that it would be waiting for us in Cologne the next day. In the meantime, alternate arrangements had been made, and notwithstanding the absence of our ship, the programme would proceed as planned.

Our hotel room was luxurious, almost to the point of decadence, and that evening we were wine and dined in one of Amsterdam’s most posh restaurants. This setback was fast becoming a great holiday memory. The next morning, after a hearty breakfast, we boarded the buses for our city tour, including lunch which, to our delight, was served in a restaurant in the heart of old Amsterdam. As with dinner the previous night, we were not disappointed. The Five



Flies Restaurant, with its numerous dining rooms, is comprised of five buildings dating back to the 17th century. One of its many charms is the fact that it possesses several sketches by Rembrandt. After lunch, we embarked on our canal cruise, and ultimately to the bus which would take us to Cologne where, finally, we would become acquainted with our home away from home for the next seven nights.

And what a home it was – comfortable beds, mouth-watering meals, and of course, the abundant choice of beverages to be ingested with our food. All this, and the treasures of the Rhine had yet to be revealed to us.

While touring Amsterdam, I experienced a slight twinge of melancholy as I observed the throngs of cyclists, pedestrians, and tourists. What had happened to the sleepy little City of Amsterdam that I had come to love during a visit in 1974? This sense of sadness stayed with me in Cologne and Koblenz – cities I had also visited in the 1970s. Happily, as our journey along the Rhine progressed, I discovered I was being seduced, just as I had been all those years before, by the charm of these ancient cities and towns. Not even the grey, misty day we passed in the Rhine Gorge, gliding by the storied castles in their mountain aeries, could dispel the enchantment of this beautiful area. After all, this is the land of Snow White, Rumpelstiltskin, and the Sleeping Beauty, to name just a few of the unforgettable literary friends of my childhood and, the dreary weather notwithstanding, it failed to detract from the eerie beauty of the forest and its brooding castles.

Here are just a few of the highlights of our cruise, aptly named The Enchanting Rhine:

Rudesheim and “Siegfried’s Mechanical Music Cabinet” – a historic museum which houses one of the greatest collections of robotic and self-playing musical instruments from centuries past.

Strasbourg and its astronomical clock located at the Cathédrale de Nôtre Dame whose animated characters are put into operation, daily, at 12.30 pm. The different characters representing the ages of life (from a child to an old man) parade in front of Death. In addition to the official time, the clock also indicates solar time, the day of the week (each represented by a god of mythology), the

month, the year, the sign of the zodiac, the phase of the moon, and the position of several planets.

Riquewahr – the lovely 16th century town, which survived WW II without being damaged, and where David and I met a most charming puss. This little character captured our hearts as he stretched sensuously before us, and received our caresses in a state of sheer and utter bliss. Alas, a sudden noise startled him and, as is the wont of startled felines, he leapt up and disappeared from view.

During the course of our cruise David mulled over the question of why the high water at Breisach had prevented the *AmaCello* from going through the lock, thereby ending the cruise portion of the trip for the group before us. He was rewarded with the answer when we arrived at Breisach. This particular lock has a superstructure built over it with the result that as the water rose, there was no room for any ship to pass under it. Apparently this is a common design of locks on the Rhine, which have a low clearance at the best of times. Luckily for us, the water abated quickly, and thus the *AmaCello*, whilst unable to reach Amsterdam in time, was there for us at Cologne.

Our cruise ended in Basel, where after a city tour, we were transported by bus to Lucerne for a two-night stay. At Lucerne we were taken directly to the Lion Monument – a sculpture of a mortally-wounded lion. This work of art is a commemoration of the Swiss Guards who were massacred during the French Revolution. Mark Twain described this sculpture as “the most mournful and moving piece of stone in the world.” I’m inclined to agree with him. The next day, David, Peter, Marian and I opted out of the guided walking tour. Instead, we chose to discover the delights of the cobblestone streets and squares of Lucerne on our own, and that evening we celebrated our successful excursion at a friendly little pub in the heart of old Lucerne. The next morning, we bid a fond farewell to this lovely Swiss city and cruised across Lake Lucerne.

Zurich provided us with the grand finale for our overseas adventure. In the morning, we were taken on an extensive tour of the city. That afternoon we boarded the bus for an excursion to the Rhine Falls, the largest plain waterfall in



Europe. After a short boat ride to see the face of the falls, we re-boarded our bus for a brief tour of Stein am Rhine, a town noted for the preservation of its architectural heritage. We returned to Zurich for the final meal of our European adventure, and thence to our rooms and the necessary last-minute preparations for our flight the next day.

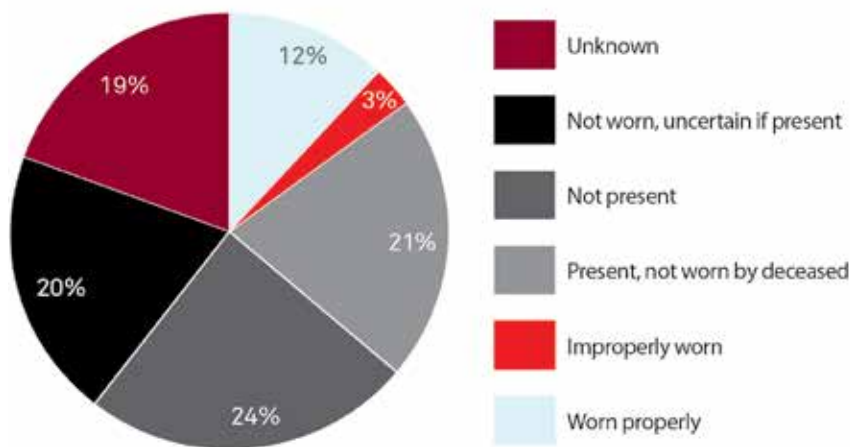
And thus, almost before it seemed to have begun, we were airborne and on our way home with a plethora of wonderful memories.

When all is said and done, the setbacks we encountered at the beginning of our adventure were turned into positive experiences. The staff of AMA Waterways bent over

backwards to ensure that our trip would be a memorable one, in the most positive way possible.

One question remained – what had happened to the unlucky group before us who had been stranded at Breisach and could not proceed with their cruise? A quick phone call to our travel agent friend enlightened us. Although their river cruise could not proceed as planned, AMA proved to be more than up to the challenge of overcoming a calamity – the aborted river cruise became a bus tour with first class hotel accommodation, the city tours were conducted as originally planned, and, of course, the superb meals arrived with their abundant supply of potables, just as they would, had they been aboard the ship. Not only that, upon their return home, they received from AMA a 100% reimbursement for the cruise portion of their trip. Our group was also compensated for the “inconvenience” we experienced in Amsterdam. Each of us received a \$500 credit to be applied to another river cruise. It’s good until December 2016. Our friends, Peter and Marian, have booked their AMA Waterways Danube cruise for next year. David and I are tempted!

Lifejacket usage in Canada, 1991-2010



Source: Red Cross Canada's Water-Related Fatality Facts at a Glance: Canada 1991-2010.
<http://www.redcross.ca/what-we-do/swimming-and-water-safety/drowning-research>

Lifejacket Usage:

Of the 3,324 boating related fatalities from 1991-2010, lifejackets were not worn in the majority of cases. In only 12% of cases was it verifiable that a lifejacket was properly worn at the time of a drowning incident. In 21% of cases a lifejacket was present but not worn.



Looking beyond the statistics

Joan Eyolfson Cadham, S
Saskatchewan Power and Sail Squadron

The statistics are troubling. More than 16 million people in Canada use Canadian waters for part of their recreation. In 2013, 100 Canadians died on our lakes and rivers. At the beginning of July, the OPP announced that Ontario had seen 11 boating deaths, compared to six by June 25, 2013. Nine of the victims were not wearing life jackets. Alcohol was involved in at least three of the seven incidents. Other deaths were related to cold water hypothermia and lack of safety equipment on board.

Statistics are only part of the story. They don't tell about the "who" behind the numbers.

At the end of June, on an Ontario lake, a ski boat hit a paddle boat containing two elderly occupants. The ski boat was able to rescue a female passenger on the paddle boat and take her to shore. It took two days to find the other occupant. Meanwhile, the female had also died.

In early May, three young people in B.C. borrowed a canoe so they could visit a friend. The trip over was uneventful, as boating should be. However, something happened on the way home, and they all landed in the water. By the time someone spotted the canoe and rescue was attempted, the girl was in the boat but dead. Her two friends were missing. The threesome were 21, 18, and 15. They had borrowed the canoe but had not taken the life jackets.

However, life jackets alone won't save you. Just a few days later, in Quebec, two men who had gone fishing on a

recreation lake near Montreal were discovered washed up on a beach. All attempts to save them were fruitless. The two men had been wearing life jackets. However, Lac des Deux Montagnes is a fairly large lake, the winds had come up, and the waves were huge. Quebec police said that survival in the water in those conditions, even with life jackets, is never guaranteed.

In his official statement following the release of the OPP report, chief superintendent Don Bell had this to say: "Don't let anyone put you in an unsafe situation on the water. If you are a passenger, ask for a PFD or life jacket before you head out in the vessel, and wear it. Boating incidents come up very suddenly and afford no time to reach for a PFD, let alone put it on, before tragedy strikes. If the operator does not provide one, do not go out onto the water with them."

Here are a few other thoughts. Is there always someone on board who can take over if the boat owner becomes incapacitated? Is the required safety equipment on board and does everyone – not just the boat owner – know where it is? Did you check the forecast before heading out for a day on the water, in particular checking wind speed and direction? Does your trip planning include knowledge of a safe haven, a beach or a cove or an inlet that will offer at least some protection in case of an unexpected storm? Do you have a marine radio or some hailing device on board?

And do read *Just Ask John* in this issue, and take the message to heart.

Book Reviews

JACK TAR AND THE BABOON WATCH: A Guide to Curious Nautical Knowledge for Landlubbers and Sea Lawyers Alike, Captain Frank Lanier, International Marine/McGraw Hill Educational, 2014 ISBN 978-0-07-182526-9

I like to suggest books that would make good gifts, in particular as the holiday season rolls around. However, Jack Tar is one book that, if I didn't already have a copy, I would not give as a gift. I'd keep it for myself. Many years ago, a friend described me as "a walking encyclopedia of completely useless information," a statement that I took as a compliment. This book feeds that part of me, though the information isn't useless. It's just rather unusual.

Captain Frank Lanier is a marine surveyor and consultant who compiled these entries when serving in the Coast Guard – they were included in the "plan of the day" published aboard the various ships Lanier was stationed on, starting in the 1980s. He must have had the craving, too, because the entire 177 pages of text are crammed with the nautical backgrounds to words and phrases that we all use frequently in ordinary life: a cup of Joe, posh, slush fund, to fudge something. This is a leaf-through book, with treasures on every page.

Someone who understands the sage wisdom in "A non-fiction book is only as good as its index" had the sense to include thirteen pages of index and four of bibliography. The table of contents runs eight pages, even though all the entries are alphabetical. All that cataloguing ensures that you can't lose your pet phrase.

I won't quote the entire book, but a cup of Joe is in honour of Josephus Daniels who, in 1913, eliminated the officers' wine mess, leaving coffee as the strongest drink available. Posh comes from the designation "Port Outward, Starboard Homeward" on the tickets of wealthy passengers around the turn of

the 19th century if they were prepared to pay extra for the cooler cabins when crossing the Indian Ocean. Slush fund takes us back to poorly provisioned sailing ships where salt pork was put down in barrels of salt. The slush was the yellow fat that was rendered out of the pork when it was boiled to remove the salt. To fudge something memorializes a certain Captain Fudge, a 17th century sailor whose lies were famous, and who was sometimes known as "Lying Fudge".

Joan Eyolfson Cadham

ALIEN INVADERS: Species that threaten our world, Jane Drake and Ann Love, illustrated by Mark Thurman, Tundra Books, 2008, ISBN 798-0-88776-798-2

The publisher suggests this book for 8 to 12 year old readers. The publisher is wrong. This is also an adult book, or a book that a youngster and an adult can share. It can be a companion piece to the two articles on invasive species in this issue, on pages 53 and 61.

The authors do a good job at defining the exact nature of alien invaders. Alien, yes, it comes from somewhere else. But not all alien species wreak havoc on our waterways, our marshlands, our fields and forests. First, the authors explain that alien species get here because of us – because of humans, either accidentally or deliberately introducing plants or animals to a new habitat. Then, they take the discussion a step further. "Not all introduced species survive. Some become manageable pests, like dandelions. Only a few explode in numbers, damage property, destroy habitat, and threaten extinction." That's the invasive species or an alien invader.

The book is not all scary stuff, although the descriptions of "tiny fragments of leaves and insect poop falling from the trees" (flightless gypsy moth) can make a walk in a hardwood forest

sound a little less inviting. The book includes two stories describing the work that volunteers are doing to fight back, and the final two pages are devoted to Lessons Learned, ten simple practical tips that will make a difference, and this advice: "Any team player will tell you that the best defence is a good offense. We have learned from every invasive outbreak – sometimes our solutions failed or made matters worse, but the game isn't over yet. Defeating alien invaders can start with you."

The co-authors are sisters from the Toronto area who share a lifelong interest in the environment and the wild. They have written several other nature-themed books. The artist, also from Toronto, has illustrated other books by Jane Drake and Ann Love.

Joan Eyolfson Cadham

Send your book reviews to Port Hole:

Have you read a book that really captivated you? Probably other members of the boating fraternity would enjoy it, too. Why don't you share book with other Port Hole readers?

Adult fiction or non-fiction, children's, young adult, anything that covers our pet CPS-ECP topics – safety, environment, the joys and woes of pleasure craft, history, how-to, both creating a boat and maintenance, and books that are just nautical fun. "Boat" includes everything from the smallest canoe or kayak to the largest cruiser.

Don't know how to write a review? Check any issue of Port Hole to see how we head the reviews, and the rest is all yours – your personal experience with the book.

Length? As long as it takes. The two in this issue run about 350 words each.

And thank you for sharing your reading choices with your fellow CPS-ECP members.



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

“Up a lazy river by the old mill run” is how the song starts and it sounds idyllic “That lazy, lazy river in the noon day sun” sounds so relaxing. “Linger in the shade of a kind oak tree”. Well, there is just one problem.

That lazy river must have gone to the gym.

It seems that there was a bit of rain this summer and it became a raging torrent. Oh yes, that kind oak tree? Well, it's now lumber after the not-so-lazy river swept it away and deposited it in a farmer's field. Farmer Jones isn't too thrilled. He may get a new oak floor out of the deal but he never before owned river front property. Now that the river seems to have changed its course he does.

When I was young I remember watching margarine ads on television. Those ads showed people eating margarine and saying that it was butter. At the end you heard the thunder and saw the flash of lightning and were admonished not to fool with Mother Nature.

When he spoke at the CPS-ECP conference in Edmonton, David Phillips seems to have been right to tell us to expect more extreme weather. This year's Fourth of July celebrations were cancelled through parts of the U.S. east coast because Hurricane Arthur made it too wet and windy. On the west coast however they couldn't set off fireworks because parts of California were so dry that the place was like a tinder box. In prairie Canada the Canada Day celebrations were postponed or cancelled due to winds and flooding.

So best to take heed and respect Mother Nature. George decided that maybe he should do that, and one way to respect the water, he figured, would be to make sure that the PFDs on his boats did what they were supposed to do.

Now, after opening the cottage, he gathers them together, puts on some old clothes and tests them all. If they don't keep him afloat, he replaces them. One of the kids usually helps him test the smaller PFDs.

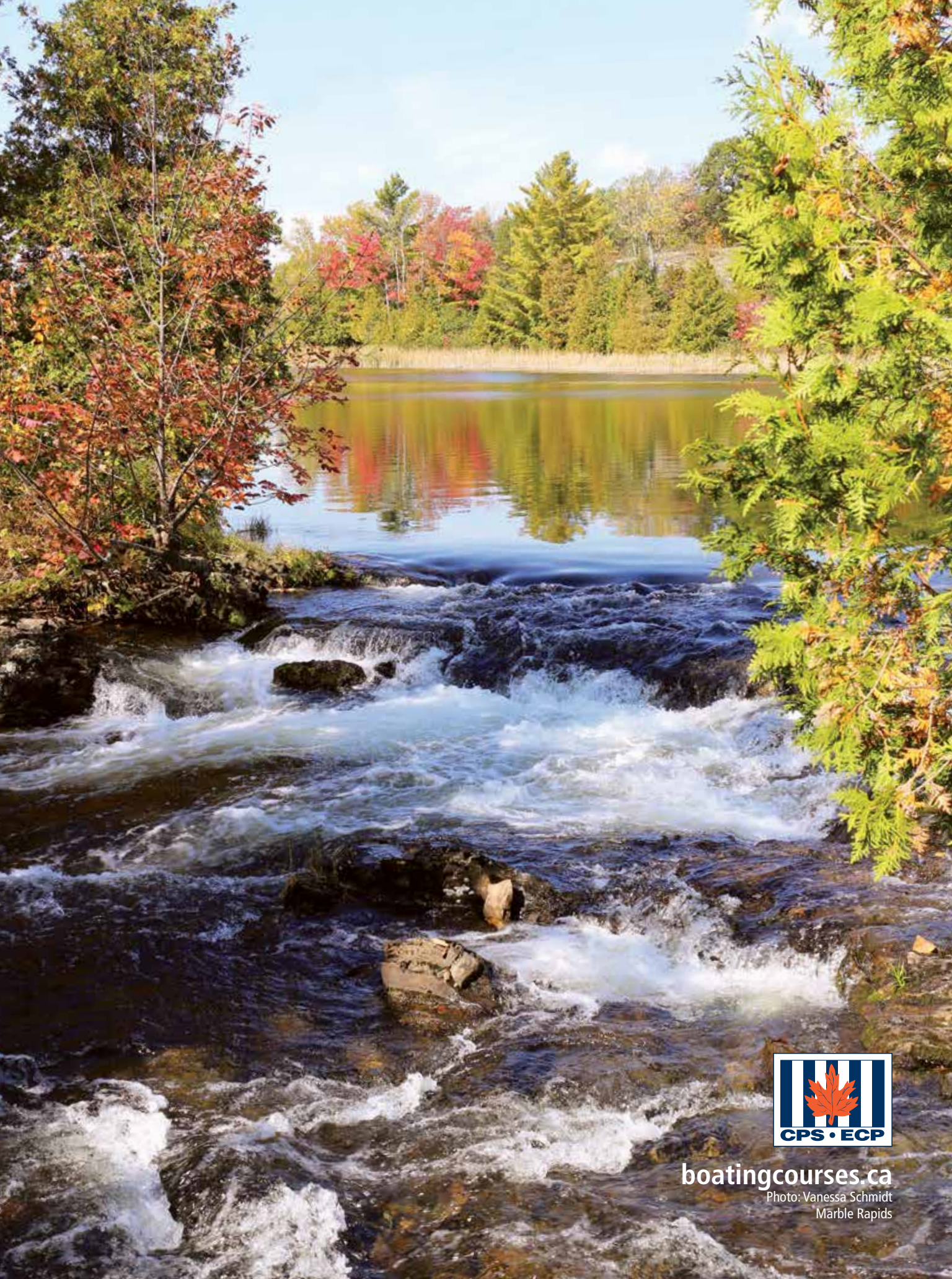
In the fall George checks them all before putting them away for the winter to make sure that there are no cuts or other damage which would affect their serviceability. If he finds problems then he has the winter to procure replacements.

George discovered something interesting. If you and the family test the PFDs then you know how they work, you all know what to expect of them, and you understand why you need to treat them properly. As a result you gain new respect for a vital piece of safety equipment. With that respect comes confidence in your PFDs and therefore you can enjoy your time on the water more.

Oh yes, George did find one of the old kapok-filled life jackets. It had become hard as a rock but he thought he'd try it anyway. It didn't work. In fact he took it off and put it in the water and George watched as it sank like a rock. After fishing it out of the lake, he consigned it to the dust bin and a trip to the dump.

So here we are at the end of another boating season. It is time to look back over the summer while we get the boat and the cottage ready for winter. As always there are the good times and the not so good times.

Hopefully you are in a part of the country where the weather was reasonably good to you and the geography hasn't been altered too seriously. We have the months of winter to think about next year and make our plans for it.



boatingcourses.ca

Photo: Vanessa Schmidt
Marble Rapids