

# THE PORT HOLE

SUMMER 2017

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

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

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# WINDSHIFTS



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

**G**reetings!!  
With the months of summer stretching out before us it is important to grasp the good weather and enjoy the soft water. Many of our Members do this each year and their travels and adventures often make their way into The Port Hole. This issue is no exception.

This issue offers quite a range of articles from a ship tour of the RMS Queen Mary to an adventuresome cruise off the coast of Australia. There is even a whale involved! I have also had the honour of interviewing one of our CPS-ECP Members who was awarded the Medal of Bravery for his quick thinking in a rescue action in the summer of 2014. This was a most interesting conversation as it really puts the idea of “safety first” into play and action.

Now with the summer cruising months ahead of us I have also provided you with some interesting reads, one for the grandparents out there, and one for the students of tall ships and whaling. For the grandparents the book suggested just might be one they read as a child, but makes for a great read afloat to grandchildren, while the book on whaling in the 1800s is considered to be the “textbook” on the subject. Now I have often been asked where do I get all of these books from and I have to confess that they are not borrowed or loaned to me but are part of my own personal library. I come by my reading habit honestly, I have always loved books, especially books concerning boats, and I am

always looking for more! In fact while reading this spring I even found an amazing artifact in one of this month’s Readable Relics, a theatre ticket dating from the early 1900s from Cairo, Egypt! A picture of it can be viewed at the bottom of this page.

And for those of you who live on your boat or would like to, or have a wish to, Martin Hederich’s article describing his experience living in a working boat yard will certainly be an enticing invitation to a very different way of life. One for him that does not include any snow! Life in his boat-yard is varied and often quite amusing.

My youthful boating adventures continue with the next installment of Boats that I have known where I find myself in some very new waters and a whole host of new boats. Water that will be very familiar to many of you in Ontario.

And, of course, with the summer months upon us, it is important to reach out to those around us in words and deeds spreading the good news about CPS-ECP, practising what we preach, by being safe on the water. Do enjoy your summer!

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

If so, do send me your stories and information and look for them in the fall edition of The Port Hole. The deadline for submissions is July 10, 2017.

## Have you been receiving the CPS-ECP OnBoard eNewsletter?

Canadian Yachting magazine produces an informative CPS-ECP OnBoard newsletter that members receive twice per month, FREE of charge!

Ensure we have your latest email address by signing in and updating your CPS-ECP member profile at: [www.cps-ecp.ca/online/](http://www.cps-ecp.ca/online/).  
Or call the National Office at: 1-888-CPS-BOAT. For local calls: 416-293-2438.





Robert Pepin, AP, Chief Commander  
Lanauidiere Power and Sail Squadron

It is our commitment to maintain a direct communications link between your elected National representatives and Members at all levels of the organization. I am therefore sharing with you the following synopsis of the February 7 and April 8 and 9 Board of Directors' meetings.

Please consult your Squadron or District Commander for full details on any of the issues mentioned herein.

Reports and Minutes of Meetings can be found on the CPS-ECP website ([www.cps-ecp.ca](http://www.cps-ecp.ca)) in Members Moorings under the National Meetings section.

#### Board of Directors' Meeting – February 7

- Information Technology – In December the Executive Committee authorized a study on CPS-ECP Information Technology (IT) business needs. The conclusion led the Board to adopt a motion to move a second phase of the IT Renewal project which consisted to further definition of system requirements and have Grant Thornton define a Request For Proposal and assist in the search of firms able to meet CPS-ECP needs. This second phase was granted a \$40,000 budget.
- Course completion – It is recognized that writing an exam is stressful for a number of people. The Educational department has suggested that completing a course could mean either passing an exam or 75% attendance or 75% completion of work in the opinion of the instructor. The Board has unanimously supported the change and this will be completed by the adjustment of the Board Regulations.
- Squadrons merging – The Board of Directors has accepted the surrender of Capilano Power and Sail Squadron, Norvan Power and Sail Squadron, and Seymour Power and Sail Squadron's warrants and pennants. At the same time, the Board approved that North Shore Power and Sail Squadron be granted a new warrant. It is in fact the merger of the three Squadrons.
- Satellite Squadrons – The principle of creating Satellite Squadrons was accepted, and National Administrative Officer Peter Bolton, and National Rules Officer David Peebles, were requested to draft the required regulations, if and where needed. It was agreed that a flexible approach is preferred.

- Planning Committee – P/C/C Joe Gatfield, Chair of the Planning Committee, has indicated that his committee was tasked with tracking the management of the Strategic Plan. So far, activities in all areas that were prioritized by the plan have started.
- Past Chief Doreen Hinksman – C/C Robert Pepin reported that P/C/C Doreen Hinksman received special recognition from the Canadian Safe Boating Awards (CASBA) at its January 27 annual awards ceremony for her years of commitment to recreational boating.

#### Board of Directors' Meeting – April 8 - 9

- Information Technology – Further to previous work done in cooperation with Grant Thornton, the Board of Directors approved the complete remake and modernization of the CPS-ECP website environment and its IT systems as proposed by the IT core team and supported by the Executive Committee. The creation of the new system will be accomplished by Innovexa, a Canadian based firm, who made a presentation to the Board and created some positive excitement among Board members. Some of the requirements from the new system are: facilitation of search and navigation, bilingual website, same look and feel across the country, access from various technologies such as smart phones, tablets and PCs, hosting of all squadron websites, enhanced marketing of the CPS-ECP brand, enhanced course offerings, one step entry of information, and many more. The challenging objective is to make the system operational by the next AGM in October.
- Financials – Revenue is still a challenge to the organization and innovation and shorter courses are keys to attract students. The proposed budget recognizes the need to focus on enhanced course offerings, innovation in tools being used to reach out to students in their environment, complete without delay the remake of our website, search how to serve membership to its satisfaction and maintain efficiency at the National Office in both official languages.

Continued on page 30



## Canadian Power and Sail Squadrons

Published by Authority  
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Shirley Shea, AP

Editor-in-Chief  
R. John Garside, AP

Art Director  
Vanessa Schmidt

Proofreaders  
Carolyn Reid, SN  
Louise White, SN

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Don Butt, AP

Editorial Review Committee  
Joan McBride  
Charles Morris  
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Contributing Editors  
Ken Beall  
André Dubois, AP  
John Gullick, AP  
Katherine Haslam, S  
Martin P. Hederich, AP  
Robert Pepin, AP  
Bradley Schmidt

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[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

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

Canadian Power and Sail Squadrons  
Escadrilles canadiennes de plaisance  
26 Golden Gate Court  
Toronto, ON M1P 3A5  
1-888-CPS-BOAT F. 416-293-2445  
[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)  
[www.cps-ecp.ca](http://www.cps-ecp.ca)

Executive Director  
Walter Kowalchuk

- Revocation of Squadron warrants – The Board of Directors has accepted the surrender of Lake of Two Mountains and Markham-Agincourt warrants and pen-nants. Members are being invited to join neighboring Squadrons.
- Volunteer Committee – The Board has adopted a motion creating the new Volunteer Committee. The purpose is to offer advice and assist in developing alternate operating models that suit their local circumstances to Squadrons that are having difficulty within the existing structure. It is recognized that the creation of Satellite Squadrons is one, but many other solutions may exist to mitigate the reduction in volunteering, a phenomenon which is also occurring in many other organizations.



## Have your flares expired?

If your flares have a manufacture date of 2013 or earlier they have expired or will expire this year. You can't light them, throw them in the water or in your household garbage to dispose of them.

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

In accordance with Transport Canada requirements, flares are approved for four years from the date of manufacture. Typically, this means that boaters need to replace their flares every third or fourth boating season. If they have a manufacture date of 2013 or earlier they have expired or will expire during this boating season, boaters are required to replace them... it's the law!

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

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

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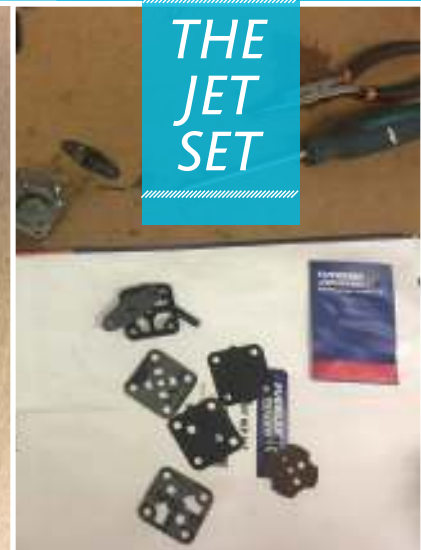
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Bradley Schmidt  
National Power and Sail Squadron

Recent circumstances got me on the hunt for a 9.9 horsepower outboard motor for my twelve foot jon boat. Because the boat is small I was concerned that a 4-stroke 9.9 would be too heavy so I set out to find a 2-stroke.

The second hand economy is very strong these days. There is a plethora of free classified sites online – KIJJI, Craigslist, Letgo, and Varage Sale to name a few. When using an online tool to search for a motor, it is worth considering all the ways someone might advertise one. For example, people commonly refer to their engines by the brand name. They might say “6 HP Mercury” so a search for outboard or engine would not find this listing. Searching for a few different terms might just reveal an advertisement that few others have seen. There are often many deals to be had, but be wary of some of the now defunct brands as parts may be difficult to find. If you are looking for an older motor it may be best to stick with the best known manufacturers.

Recently I saw a 1974 Johnson 9.9 hp short shaft outboard listed for a good price. For its age it looked really nice so I made arrangements to see it and made the purchase. I liked

how the colour scheme of this vintage of motor matches my boat’s green exterior. If the seller isn’t prepared to run the motor for you, at a minimum you should pull it over to make sure it has good compression. If you can take the cover off, try moving the flywheel from side to side (there should be no movement) and also up and down (there should be a slight amount of endplay). If it passes these tests then most likely it can be made to run without too much trouble.

Although it was easy to get my motor running, it is good practice to do some preventative maintenance. My motor is 43 years old, so anything that has come in contact with gasoline for all that time is likely to fail: fuel lines, fuel pump, and carburetor. Don’t forget new spark plugs, an impeller, and oil for the lower end as well. If your motor has ignition points they should be checked and adjusted or replaced. All the parts I needed were in stock at a local marine store and cost \$115 including tax. It only took a few hours to tune the motor up. Now it’s ready for years of reliable service, for a fraction of the cost of a new one.



John Gullick, AP  
Manager, Government and Special Programs

Every year thousands of boaters go out on the water without the proper safety equipment that is required by law. This equipment can be of great benefit and comfort and can mean the difference between a great day out on the water and a potential disaster.

Required items vary depending on boat length but here is a list of things that you require on board, in good working condition and within reach each time you go out:

**Compulsory Items required on a typical vessel 6 metres or less in length:**

The vessels license or registration certificate if powered by a motor of 7.5 kw (10 hp) or more.

A Canadian approved flotation device, lifejacket or PFD, in good repair and of appropriate size for every person on board.

Fire extinguisher (depending on type of engine, gas tank or cooking appliances on board).

Watertight flashlight or pyrotechnic distress signal requirements (flares).

Sound signalling device.

Buoyant heaving line (minimum 15 metres in length).

Paddle or anchor with at least 15 metres of rode and /or chain.

Reboarding device.

Bailer or manual water pump.

Navigation lights.

**Other items to check:**

Batteries are secure.

Passive ventilation that allows air to flow through below decks.

Exhaust fan or bilge blower that removes dangerous vapours.

Flame arrester and heat shielding for inboard engines.

Up-to-date charts.

Magnetic compass.

Radar reflector.

Consider requesting a Recreational Vessel Courtesy Check. This is a totally voluntary service and is conducted without penalty. You will receive an inspection certificate and, when you pass, a sticker. If a deficiency is found you will simply be advised of the requirement and a another inspection will be offered when you have added these items.

Canadian Power and Sail Squadrons are currently the only non-governmental national source for this programme. They will inspect vessels that are in or out of the water. They can tell you what is required and give you specific information about each item, what items are best for your vessel and boating conditions and even how to properly use certain items or what additional training might be available.

Volunteers can also talk to you about PFDs, Sail Plans, Alcoholic Beverage Consumption while on board, Sewage Disposal and Pre Departure Check Lists. For more information contact your local Canadian Power and Sail Squadron or visit: [www.courtesycheck.ca](http://www.courtesycheck.ca)

CPS-ECP can offer free Recreational Vessel Courtesy Checks (RVCC) at your yacht club or marina during the boating season. Again, contact your local CPS-ECP Squadron.

It is said that knowledge is power and when it comes to boating you can never have too much of it. That knowledge can give you the confidence to really enjoy your boating experience and it can give others confidence in your abilities as a safe boat operator. The best trip is always a safe return trip.



# A glimpse of our maritime past: The RMS Queen Mary

André Dubois, AP, P/D/C Rideau  
Kingston Power and Sail Squadron

On the 80th anniversary of the Cunarder RMS Queen Mary celebrating her maiden voyage to New York in 1936, my wife Sheilagh and I spent a wonderful holiday aboard the ship last November. The Queen Mary now serves as a spectacular floating hotel and is moored in Long Beach, California. We would like to share with you a glimpse of the ship as she is today, as well as memories from her glory days in war and peace. There is a lot to see aboard this mammoth liner, and this can only be a very brief account.

Construction of the great ship grew quickly but tragedy hit the Clydeside shipyard in 1931 as work had to be abandoned halfway through, forcing 3,000 men out of work as Cunard was hard hit by a recession and declining passenger traffic. After spending 2,000,000 British pounds, the company was out of private funds. It took a couple of years to acquire new financial backing and to resume work. Through this period, the ship was only known as Hull No. 534 and it remained nameless for several years. Finally, in 1934, Her Majesty Queen Mary named the ship after herself saying “I am happy to name this ship Queen Mary. I wish good luck to all who sail in her”. With these words, Her Majesty pressed the launching button and RMS Queen Mary entered sea service in 1936.

After 31 years at sea and completing over 1000 crossings of the Atlantic, the Queen Mary was bought at auction in 1967 by the City of Long Beach for a mere \$3.7 US million as the cornerstone of the city’s waterfront tourist development. It has been a very successful enterprise: the Queen Mary has been renovated over the past 50 years into a convention centre, a tourist attraction, and a hotel with more than 315 guest rooms. The ship is a piece of living history, through which

the public can browse, and feel the past come alive through the many excellent exhibits and guided tours. The city is now embarking on a \$30 US million restoration of the ship.

The vessel displaces 81,237 tons. The engines consisted of 24 watertube boilers which produced 160,000 hp giving the ship a top speed of more than 30 knots. She was known as the Grand Old Lady of the Sea, a nickname she richly deserved, having carried many thousands of passengers, film stars, politicians, and royalty, all travelling in luxury and style during the peace time voyages.

We found that the public spaces and our individual state room were in remarkably good condition, with a significant portion of the ship’s original décor still intact. Although some facilities were not available to us during our stay due to the restoration underway, the ship nonetheless boasted a variety of elegant lounges and restaurants. A dining room on the starboard side offered great views across the bay and to downtown Long Beach. Fine dining was also available in Sir Winston’s restaurant at the stern of the ship, which is the main signature restaurant on board. The lounges were the social centres of the ship and all three classes (First, Tourist and Third) had libraries, swimming pools and playrooms. The first class restaurant was one of the largest rooms afloat and able to accommodate over 800 passengers, and the first class lounge was used as a cinema and a ballroom for up to 400 people. Another stunning place on the ship was the Observation Bar, a wonderful Art Deco lounge with a superb view towards the bow for those wanting to look out to sea.

We embarked on a two-hour guided tour of the ship that took us from stem to stern: from the wheelhouse, full of shining brass, to a dark chamber to view one of the four





ship's gigantic screws under water, each weighing 35 tons. Amazing Art Deco art work was everywhere, with many acres of beautiful wood veneers: thirty-seven woods in all, the main wood being the Canadian maple! As a real novelty in those years, the ship was fitted with a complete telephone exchange system which enabled first class passengers to ring a friend in any part of the world without getting out of bed!

Our guide shared some fascinating stories about his 31 year career with the Cunard-White Star fleet. On one occasion, while serving on the Queen Mary, he recalled a period of dense fog, he was at the end of the 12 to 4 am watch and noticed that the watertight door indicator board showed that the No. 3 WT door in the engine room was not closed. During fog, closed doors were a safety precaution. On inspection, the engineer on watch found his fireman had been trapped in the doorway. He died of his injuries when the door was closed on him, and became the Queen Mary's most famous ghost.

RMS Queen Mary is full of art. Cunard commissioned paintings, carvings and sculptures from more than 30 artists to decorate the interiors. The result is beautiful: hundreds of artworks produce a rich and luxurious atmosphere that pervade the whole vessel. One famous painter, Doris Zinkeisen, was responsible for more than 1000 square feet of paintings in the brightest rooms of the ship. While on the ship, we toured a royal exhibition of Princess Diana's tragic life and times. Another exhibition aboard the Queen Mary was a small gallery featuring paintings by Prime Minister Sir Winston Churchill.

During World War II, the Queen Mary was requisitioned and was painted a drab shade of grey in readiness for war service. Following some conversion work, the ship transported forces to and from war zones. When at sea,

zig zagging courses were used to reduce the possibility of U-boats torpedoing the ship and on one passage, the ship carried a record 16,683 troops. In total, she transported 800,000 troops. The Queen Mary was demobilized in 1946 and returned to her normal routine on the North Atlantic.

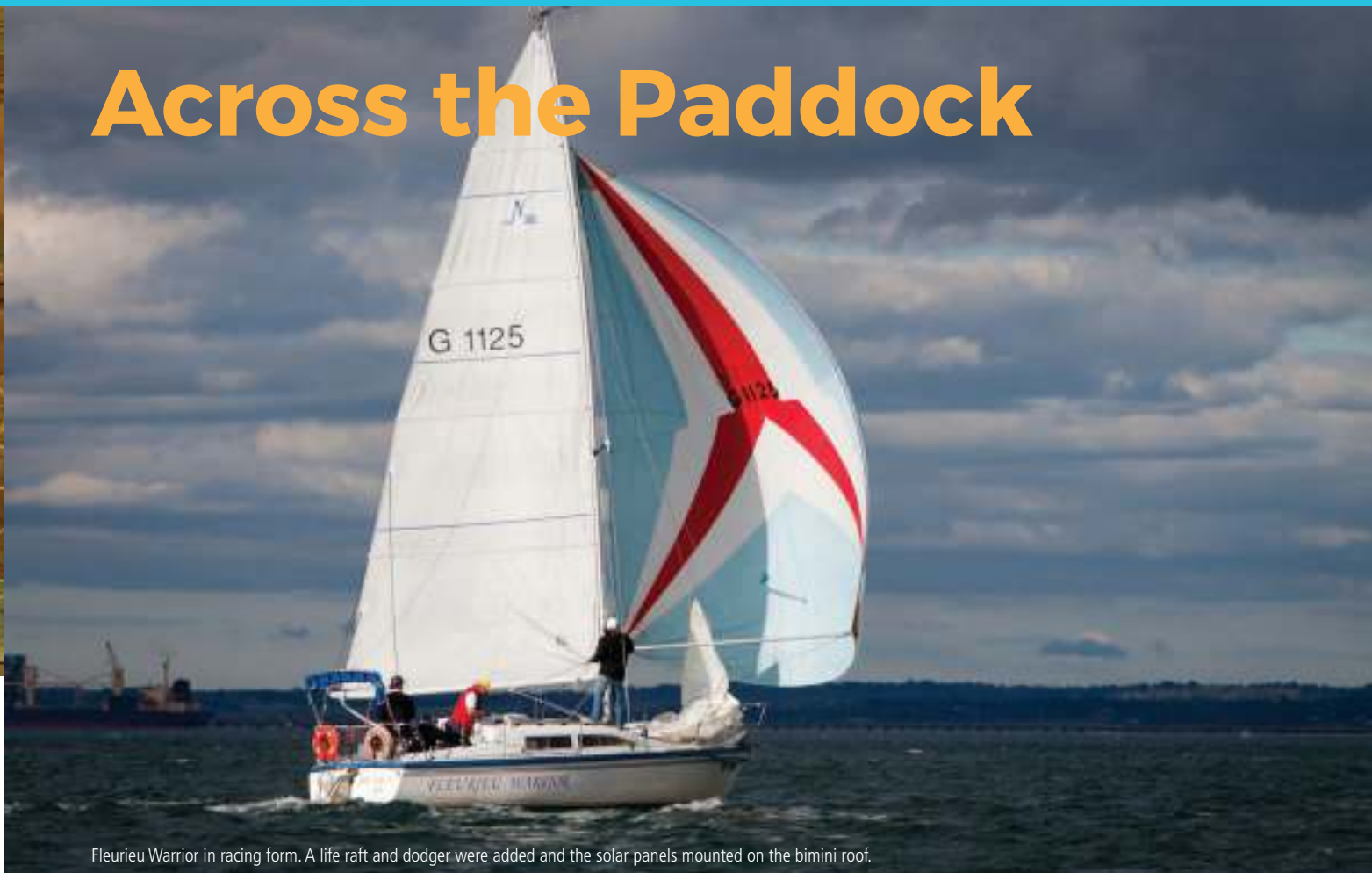
With the advent of the airplane, it was the beginning of the end for all the superliners. By the early 1960s, the Queen Mary was running only one-quarter full and was converted for cruises. That measure was not successful and the writing was on the wall for the Queen Mary. The ship ended her career in 1967 leaving Southampton for the USA one last time.

From a bulletin board on the Queen Mary, here is a politically incorrect rhyme as to why a ship is called a "she":

*Forever Female.  
 She's all decked out and often well stacked.  
 She has a waist and stays and requires a lot of rigging.  
 Bows and bells are standard equipment.  
 She has pleasing lines from stem to stern.  
 When you want her attention, a whistle is the appropriate signal.  
 When in port she immediately makes for the buoys.  
 It's not her initial expense that breaks you - it's the upkeep.  
 She takes a lot of paint to maintain her best appearance.  
 (anonymous)*

André Dubois is a graduate of the Warsash School of Navigation (UK) and served as a deck officer in the Swiss Merchant Navy. Upon switching to a land career, he worked in the marine radar industry and later for Industry Canada in Ottawa. As a CPS-ECP instructor, he has taught every course in the CPS-ECP syllabus and held various senior positions in CPS-ECP.

# Across the Paddock



Fleurieu Warrior in racing form. A life raft and dodger were added and the solar panels mounted on the bimini roof.

Ken Beall  
Sunshine Coast Power and Sail Squadron

It all started when Dr. Trevor Brown, a sailing buddy in Australia invited my wife and me in January 2016 to a presentation by Jessica Watson. Jessica is the 16 yr. old Aussie girl who sailed solo around the world. Her presentation at the Royal Geelong Yacht Club was, to my wife and me, inspirational. To Trevor, however, it was motivational. On Jessica's encouragement and endorsement he added a solo trip across Bass Strait to his bucket list.

Dr. Trevor Brown is a mobile vet working out of the Geelong (near Melbourne) area. He races religiously every Wednesday and Saturday on his Nolex 30 sailboat. The boat has a hydraulically activated drop keel, swept back spreaders and is fractionally rigged. His racing area of Corio Bay is a fantastic place to sail as it has strong winds that blow across a headland but no fetch, so he gets good speed on relatively flat water. Corio Bay (Geelong) is a finger off Port Philip Bay (Melbourne) and both are very shallow, each building up quick short waves which makes for interesting racing with great speeds.

When Trevor first decided to cross the "paddock", he knew he was going to need to do a lot of preparation work for the trip. He decided he would make the trip on December 26th as there were two races taking place at that time from Melbourne, Victoria to Launceston, Tasmania and from Sydney to Hobart. With all that activity, there

would be extra help available if he ran into difficulties. The planning had started.

His first consideration was safety. He arranged for a four-man life raft rental. He swapped out his old radio for a new DSC radio and linked it into his plotter. He linked his plotter into his auto helm and upgraded the electrics. Trevor also had an alternator added into his outboard and brought back the solar panels for charging the new batteries. He already had two EPIRBs, one boat and one personal, so he just had to check them out and make sure his subscription was current. An extended range WIFI receiver and antenna was added as, surprisingly, there is mobile data available across a considerable part of the strait. He acquired a FindMeSpot satellite tracker so others would feel a little more comfortable with the venture. Trevor then acquired an iPad and loaded a Navionics package onto it as a backup plotter. He upgraded his anchor, mounted spray skirts at the cockpit and remounted his bimini and dodger. He also added backup equipment such as an extra bilge pump and flippers and snorkel just in case. Trevor then mounted a track for a self-tacking jib and adjusted his sail collection. Now the boat was set for cruising.

Through a friend, Trevor met Ed Fetherston, who wanted to catch a ride back from Devonport aboard his boat. Ed had a lot of experience and had sailed across Bass Strait more than 50 times. Three was considered a comfortable number to man a 30-footer so Trevor's return trip was planned. Now the hard part... a solo trip across.

On the 26th of December, 2016, Dr. Trevor Brown left Geelong and sailed to Queenscliffe. Queenscliffe is located near the mouth of Port Phillip Bay, the entrance to blue water. The entrance, called The Heads is a 3 nm wide shoal-filled opening that tidally fills and drains Port Phillip Bay four times a day. The rapids are considerable as there is about an eight foot drop and the limited channel is shared with all the shipping coming into Melbourne and Geelong. Port Phillip Bay is 1930 square km and so there is a lot of water going through that narrow gap. Trevor decided to hole up in Queenscliffe and start in the morning but the weather did not cooperate so he delayed until the following evening and set off on his journey.

His trip across under thunderclouds and some rain is his story to tell so let me start in with ours.

Ed and I flew over to Launceston, Tasmania to meet Trevor. After a wonderful family get-together we drove down to Devonport where the boat was moored. On checking the weather, Trevor decided it was better to go sooner rather than later so we quickly boarded and at midnight set off down the Mersey River. It was dark and we had to navigate by plotter and the buoys. Now, only in North America are the red buoys on the right returning. In the rest of the world, the red to red returning rule applies so we kept the red on the right leaving port and still ran aground on a sandbar! The keel held us fast until it was raised a little for a hundred yards and then locked it back down.

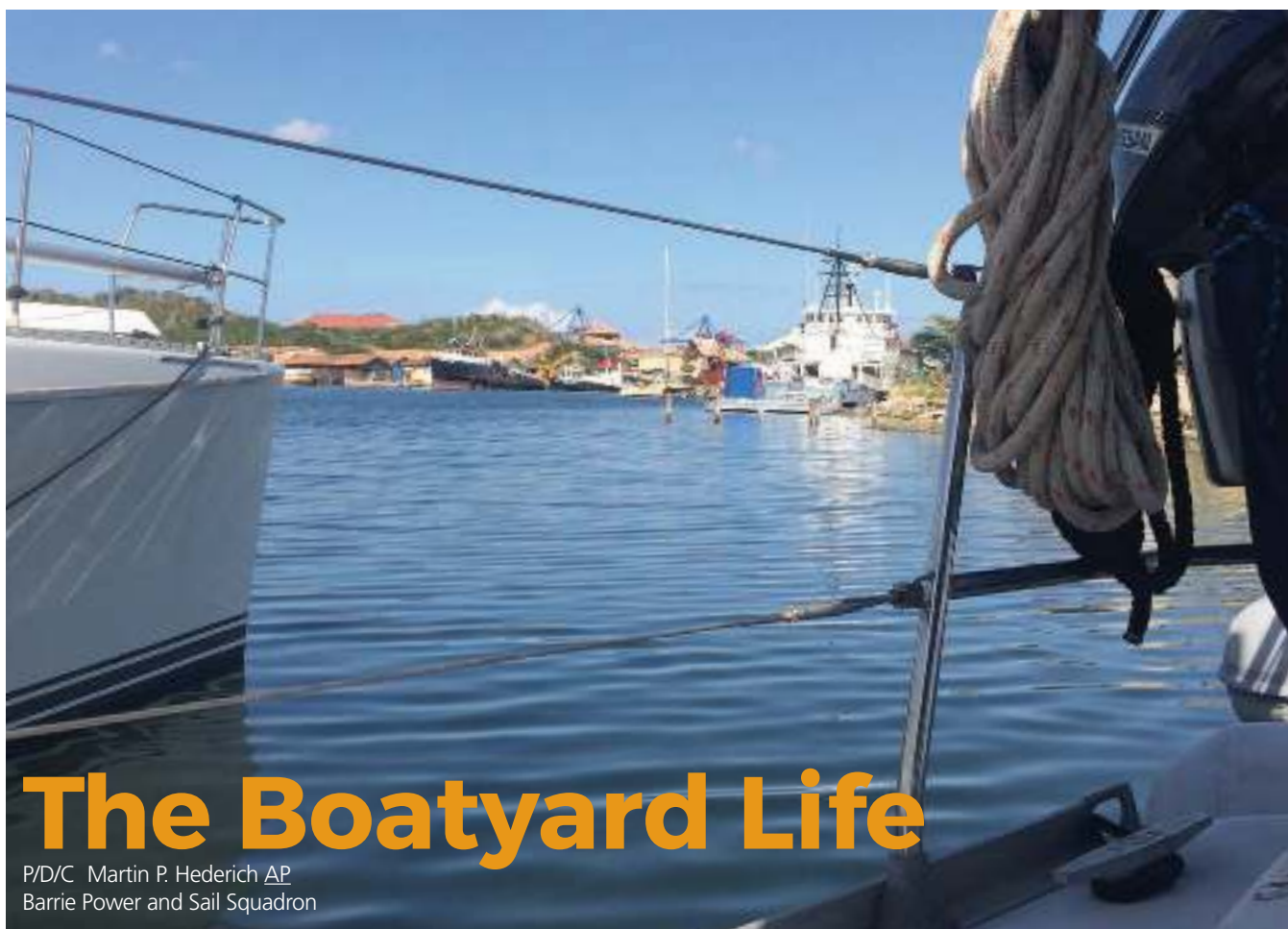
Shortly after leaving the river, we set a double reefed main and the small jib and headed on a course of 330 degrees. The view to the stern was spectacular even though it was after midnight. Lights all along the coast lit up the area for a few hours until a fog bank must have snuffed them out. Then we were on our own. Sailing out of sight of land is very different to sailing in the Gulf Islands of British Columbia. In the islands you always have land as a reference and can steer to avoid contact. Sure we used plotters in the Gulf Islands but with experience we could easily have relied on just charts and our ever present landforms. On the open ocean there are no land references. It took a little familiarizing to get used to steering by the stars, referenced by the compass during the night and strictly by the compass during the day. The plotter was set for our destination with a route marked in but it would not show if we deviated by a few miles so we were always referencing the compass. I was surprised at how little we referenced the plotter once at sea. The wind was on our starboard beam at about 10 knots to start and didn't vary much below that speed for the entire trip. The stars were spectacular but I was disappointed that there was no bioluminescence in our track. I am not sure if that is just a northern thing or why it was not present, but our trail was dark with a speed between four and six knots. If our speed exceeded 6 knots we would reduce sail by dropping the main and sailing under small jib only. It was heavy on the tiller as we approached 8 knots but during the day

we would hold that speed for a while until tiring of the tiller pull and the boat motion at that high speed. We did reach 10.6 knots at one point but it didn't hold.

On our second morning we were enshrouded in fog. Sailing in fog in the open ocean has to be as disconcerting as it is in inland waters. We left our mainsail furled and sailed slower even though the wind conditions would have warranted a sail increase. Our ears were tuned for any signs of activity on the water and before long the sun broke through and warmed our bodies and spirits. Approaching Cape Shank, our first sighting of land, we hit something in 75 m of water. It was a soft thud that knocked off some of our speed although it didn't bring us to a complete halt. It didn't have a ring of metal and it was too far out to be a sunken log so we decided that it was a whale! In any event it woke up Ed who had been dozing in the v-berth and we all were in a bit of a daze. Trevor checked for leaks and not finding any decided to exercise the keel hydraulics to make sure that the keel wasn't damaged. We will never know what caused the bump on that day but to us it was a whale. Later on as we were halfway down Point Nepean, a pod of dolphins joined us for about a half hour, racing in, across, and under the bow, leaping and putting on a great show. That is when the wind shifted, lost strength and came from the North. We changed the foresail to a bigger stay sail and shook out both reefs in the main.

As we approached the Heads, Trevor radioed in to Heads control and we were put in the queue for entering the Heads. We had timed it perfectly, about one hour after the turn to a flood. As we turned from crossing the opening to straight in, a huge cargo ship was coming out heading straight for us. We all screamed turn, turn, turn, but from a mile away, no one was listening... but they did turn and we passed starboard to starboard. My wife Jeannette was on the end of the Pt. Lonsdale pier waving us through but all our eyes were glued to the freighter as it missed us. Our speed was great as we had the outboard running as we entered the Heads, while the current was taking us north and the sails were still doing their part. Then as we were approaching Queens-cliffe, we had to make a tack. The first change in the whole trip. On to port for a half hour, then back to starboard. As we continued on, night fell and we sailed all the way west to Geelong, arriving at 11 p.m., 47 hours after departing Devonport. I then cleaned up a little and hopped a ride with Jeannette to a well-earned sleep where the floor didn't move and there were no more swishing sounds.

Ken Beall has sailed for about 30 years and sails a recently restored Balboa 27 in his home town of Sechelt, B.C., Canada. Although spending most of the 30 years cruising the Gulf Islands and Desolation Sound in Canada, he has been racing with Trevor each Australian summer for about 15 years.



# The Boatyard Life

P/D/C Martin P. Hederich AP  
Barrie Power and Sail Squadron

The author recently spent eight weeks in the boatyard of Curacao Marine, Dutch Antilles, to have the rigging on his 1983 Beneteau First 38 DR FLUE replaced.

Life in the boatyard is hard and dangerous. It is also a great preparation for my future stay in a nursing home, where I will move in as soon as I have the parking issues involving my Porsche Carrera Convertible and my cigar-smoking habit sorted out.

My partner Pam and I are the lucky ones. We are able to stay on our boat in the water at the dock, while the rigging is fabricated and it is almost like living in a marina, but just a little bit more dusty and dirty than we would like it. From time to time we have to move the boat, for instance to the mast crane. However, most tradespeople will happily come to us on the dock to pick up the sails for repair, or to remove the floor and ceiling in the salon to access the diverse rigging components or to rewire all electrical connections like the VHF, radar, anchor, steaming and foredeck lights.

We get up before sunrise and at 7 a.m. Pam goes to her yoga class from 7 to 8 o'clock while I make a nice pot of fresh Venezuelan coffee and enjoy my first cup while watching the sunrise and observe our part of the harbour and the boatyard come to life. From 8 to 9 o'clock we enjoy breakfast together in the shade of our cockpit, and the temperature is already 29 degrees Celsius. Then from 9 to 10 o'clock I enjoy my morning cigar while watching the daily activities unfold.

Every second or third day I have to cut this part of my morning short, because we have to scramble to catch the free grocery bus to the supermarket to stock up on fresh supplies. We wait for the bus together with a group of other old people, and it will arrive anytime between 9:15 and 9:45 a.m. Everybody has one thing in common, they are all retired and live on a boat in the boatyard. There is the nice septagenarian couple from Germany, he is barely able to walk, because he fell down the ladder from his boat while being "on the hard" and suffered a complicated fracture to his leg. There is the little French guy with a big bandage covering his right leg, he fell down from the companionway into his bilge after the floorboards had been removed for keelbolt repairs. We all enjoy the opportunity to catch up on the latest boatyard news.

The bus is airconditioned, thank heavens, because by now it is well over 30 degrees. So is the supermarket, so it is a welcome refuge from the merciless heat. We have one hour to buy our supplies, spending an average of about \$100 US, and if we hurry, we have enough time left to enjoy a free cup of coffee in the airconditioned cafeteria!

Then, everybody is piling back into the bus with their treasures and we travel back to the boatyard. We arrive just before noon, in time to prepare a fresh lunch and enjoy it while the yard is temporarily quiet to do the same from

Continued on page 39



## An Interview with a Life Saver

R. John Garside [AP](#)

It was a warm summer's day at Lock 23 on the Trent Canal and families had gathered to celebrate the end of the school year, and to celebrate the coming of summer, the traditional way many Canadian families do, by having a picnic by the water. Darren Life and his family had travelled to this site as well on their 40 foot aft cabin cruiser to take in the sun, and the fun of being on the water. All was quiet and calm.

Darren has been a CPS-ECP member since 2009 when he took the Peterborough Squadron's Boating Course. When I asked him why he became a member he replied "I always err on the side of safety, no matter what I do, and with my family planning longer (boating) trips I felt this is something I should do". Previously he had boated extensively in the Thousand Islands of the St. Lawrence in a small cuddy cruiser, as he and his wife Jenn would often take off for a quick spin after work to their local swimming hole known only to them. The islands were full of small bays and inlets so there was always something new to explore as well.

Swimming has always been part of Darren's life too. As a child and teenager he took an active part in many swimming lessons and was part of his high school varsity swim team. "It was good fun and I really enjoyed being in the water, it's a natural for me". In addition to his very competent swimming skills Darren has also kept his CPR certification up to date and has taken several first aid courses to enhance his "safety first" calling in his life.

In 2008 the family of four moved from the Gananoque area to Peterborough and a whole new boating opportunity presented itself. Living so close to the Trent Canal system was a waiting invitation for the whole family, and so after taking the CPS-ECP Boating Course Darren felt he was ready to explore it more and with a larger boat as well. So with two weeks of summer holidays the family explored the waters of the Trent sometimes travelling north into Kawartha Lakes to

Rosedale or at other times south into the lower reaches of the Otonabee River. Either way, the vacation was always interesting and refreshing for all family members.

On Sunday June 29, 2014 the family was aboard their vessel and heading upstream to Lock 23. It was just before the hour of noon. As per usual the lock was busy and there were lots of people about, both on their boats waiting to lock through and on the land beginning their noon hour picnics. Included in the picnic group was an extended family from the Toronto area who were gathering for a family reunion. The Toronto picnickers were enjoying themselves until one of their group, a twelve year old child reached out to recover her lost tennis ball that had found its way into the water. Reaching out to recover the ball she fell in and the commotion began.

Now those familiar with the Trent will know that the down side of the dams are full of rapids and quick flowing water so as the child entered the water the current quickly took her away from the shoreline and began sending her down river and away from the shore. Wanting to help, four of the adults in the Toronto party then also entered the water to effect a rescue but they too were caught by the current and swept away from the shore. Things were now going from bad to worse. Darren, seeing the child struggling in the water, immediately dove in and proceeded to swim to her to effect a rescue. His wife, Jenn, meanwhile was raising the alarm amongst the other boaters close at hand and several life rings were carefully tossed in the direction of the now struggling four adults.

Darren was then able to get the girl on his back and three of the adults were able to cling to the thrown life rings and begin their trip back to shore. Unfortunately one adult was unable to access a ring and drowned. With the girl on his back Darren then made for the nearest shore and commented that, "the current was very strong and I had to swim fifty yards to reach the child but the rescue

involved more than just me”. He explained that as Jenn his wife raised the alarm the local boaters took matters into their own hands and tossed the life rings out, some of which were at the lock station wall. Without these rings to cling to, the adults in the water would have been left to their own devices and none were very good swimmers, so their chances of survival were not very good.

For Darren the almost thirty minutes he spent in the water during the rescue is a “bit of a blur” as he was concentrating on getting to the child first, while fighting a strong current, and then with the child on his back returning to shore, but through it all he was calm and focused. “The actions of the boaters and Jenn were great, they too deserve a lot of credit for what happened that day”, he said.

I then asked Darren what his advice would be to parents and he replied, “Keep the kids away from the water and be

aware of dams!”, “below the dam is a very dangerous place, the currents are strong and access to the troubled water is very easy for a child. It is not a safe place for them to play”.

His “safety first” motto also extends into his own boating as anytime Jenn or others are helping in the locking of their boat PFDs are worn by all on the foredeck. He also advises that every boater should have their vessel inspected through the free CPS-ECP RVCC program and “always know where your life jackets are on your boat, and have them close at hand”.

Several months later in the city of London, Darren Life was one of forty-five Canadians honoured for their bravery and was awarded the Medal of Bravery by the Governor General. Darren commented that, “It was a very humbling experience, and there was a very impressive crowd present for the awards, I was just one of the forty-five.”

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## The Boat Yard Life

12 to 1 o'clock. It is time to sit back, relax and enjoy another cigar while watching several septagenarians in Tyvek – protective suits with hoods, gloves and breathing apparatus in the brutal midday sun (it is now well above 35 degrees), trying to save a few bucks by sanding and grinding off the poisonous antifouling from the bottom of their boats and reapplying a fresh coat. This appears especially ridiculous as the yard labour rate for unskilled workers is only \$20 US. I restrict myself to breathing in the results of their activities, which invariably happens when they are directly upwind from us.

We try to seek cover under our Bimini top until late afternoon, taking care to stay well hydrated by consuming cold drinks from our cooler. I use the opportunity to walk up to the marina office to drop off the garbage and buy my daily bag of ice, which is pretty much the only luxury we are currently splurging on. When the heat subsides a little, after 4 p.m., it is time to go on our daily walk into town, for health and exercise purposes. We walk for about an hour, then spend another hour sitting in a street café near the harbour entrance, watching the ships come and go while enjoying another ice cold beverage as a reward. In the last light of the scorching sun, dripping wet, we make it back home to the boat. It is now time to get the shower bag and walk to the marina office to have a refreshing cold shower and to wash off the sweat and dust of the day.

We then walk back to the boat wet and half naked to enjoy the cooling effect of air drying on our skin. It is now time for the daily sundowner drink with lots of ice to conclude the activities of the day and observe the harbour some more. Then we prepare more fresh food for dinner, which we enjoy in the cockpit by the light of our tealight-powered lantern. After doing the dishes, it is 8 o'clock and we start the evening's entertainment by bringing out the headphones

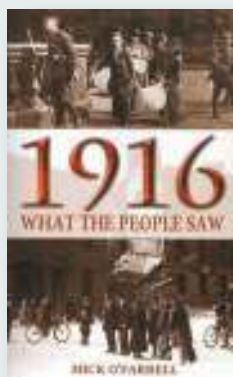


and enjoying a Netflix movie on the iPad. When the movie and my cigar is finished, we fall totally exhausted around 10 p.m. into our berth and listen to the soothing sound of our huge wind turbine, which is fastened to the bulkhead right above our feet. It makes it possible to find some much needed rest while providing a steady stream of cooling wind to keep the temperature and the mosquitoes down.

Once a week, to relieve the boatyard stress, we rent a car from the marina for a day (\$32 US) and drive about an hour for a leisurely day on a beautiful beach, then drive for about an hour in the opposite direction to Happy Hour and a Sailors Dinner at a yacht club. Overall, my boat has been in storage at the dock of Curacao Marine for about 10 years now. During this time, I have had pretty much every system on the boat replaced by qualified tradesmen and hope for several more years to stay as a satisfied customer.

# New Recent Reads Book Reviews

Reviewed by: R. John Garside, AP



## 1916 What the People Saw

Author: Mick O'Farrell  
Pages: 320  
Published: 2013  
Publisher: Mercier Press  
ISBN: 978-1-78117-150-9

History is often written from the point of view of the politicians and generals of the time, but the eye on the ground, the local viewpoint, is often lost. Mick O'Farrell's effort to reveal to us what the people of Dublin saw with their own eyes during what is now known as the Easter Rising of 1916, is fascinating. His research into this time period reveals a whole new look on the week that changed Ireland forever.

Each chapter deals with one person's actual account of the week drawn from the original letters, texts and manuscripts of the time. Many of the stories are being told for the first time and it gives a whole new feel for this troubled time. One has to remember that in 1916 Britain was at war on the continent and this uprising was not expected, either by the standing government or many of the locals. In fact several of the commentaries in the book reveal how insular the trouble was and how limited real information and news was of the uprising.

Each account is well written and very readable and provides you with an insight into Irish urban life in 1916. The one thing that came to the forefront for me was that as the uprising moved into its third day many of the families had no food as refrigeration was still not invented yet! Each day many households travelled to the local market to purchase the day's food supplies and this daily practice was now very dangerous as the streets had become a battleground between the two opposing sides.

As a student of history I highly recommend this book not only for its inside look at the Easter Rising from the point of view of the civilians living in the battle ground but also for the insight that it offers into the mindset of the times.



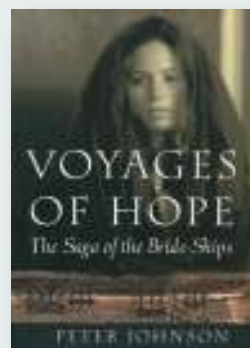
## No Man's Land

Author: Kevin Major  
Pages: 251  
Published: 1995  
Publisher: Doubleday  
ISBN: 0-385-25503-9

This is an interesting piece of fiction written to depict the days prior to July 1, 1916, of a select body of Newfoundland troops in the trenches of France. The story line involves a small group of young officers and their daily actions and anxieties leading up to the fateful launch of another "grand offensive". Each chapter of the book reads very much like a short story filled with new information and more insight into each of the main characters.

Major captures the concerns and daily routines of the men and officers as their unit slowly moves into the front lines of France. The description of the French countryside and local towns is very colourful and you can often feel the dirt and the grinding poverty of the locals. The characters are well developed and you get a feel for their long and short expectations concerning the war and their future. Recall in 1916, Newfoundland was not part of Canada but a distant colony of England, one that was costing a great deal of money to run and administer, and the future of many of the islanders was not full of promise.

The book takes you on an often quiet journey of hope as the troops make their way to the front lines and the eventual offensive. The description of the daily routine that keeps order and morale high as the news from the front is often exaggerated and very limited. The author keeps the book quite taut while at the same time giving you hope that there just might be a happy ending for some. Each character has a very important part to play and with each of them looking back from where they came, where they presently are, and what they might do in the future when the war is over, makes for a very interesting read.



## Voyages of Hope - The Saga of the Bride-Ships

Author: Peter Johnson  
Pages: 227  
Published: 2002  
Publisher: Touch Wood Editions  
ISBN: 13:978-0-920663-79-0

Last summer I had the pleasure of exploring the province of British Columbia, both the coastline and the interior. It struck me how large an area the province occupies and the vast diversity of the land, from the mudflats of the coast to the mountains and more. However, the province is also quite young, and as most of you know, the opening up of the territory was mostly due to the discovery of gold in the Fraser River Canyon.

This resulted in a massive influx of men searching for the precious yellow metal and the resulting network of roads and trails gradually opened up the territory to ranching and farming. However, there was one serious problem. Though there were lots of men about, there were no ladies for wives! So in the early 1860s it was ventured that it would be an excellent idea to ship out a boat load of potential wives to the new colony from the motherland.

The author tracks the collection, selection and the voyage of two ship loads of bridal pilgrims. There is nothing simple about the process as there is not only politics involved but also religion and the ever present social class restraints of the times. The ships do make their trip and deliver their cargo and we get to see the world from the lady's point of view. Many are living in less than grand circumstances in the great cities of England and are more than happy to escape to a new beginning in the colony.

I found the book most informative, not only for the social history of the times, but also it provides a look into the social fabric of the far western province. The future province was very British at times, but also a land of opportunity for many.

# Readable Relics Book Reviews

Reviewed by: R. John Garside AP



## The Cruise of the "Cachalot"

Author: Frank T. Bullen  
Pages: 375  
First Published: 1898  
Publisher: William Clowes & Sons Limited  
Library of Congress Number: n/a

This volume was full of surprises. When I first began reading it the story of whaling was something that I had read about before but never in this much detail. The author takes you on a classic whaling voyage of the Cachalot and delves into all the small crevices of whaling at the turn of the century. The book actually became "the" text book of whaling and I was most fortunate to find it in my local used bookstore in Picton. The book was well received by the public and has been reprinted many times, so the version you may come across may not look the same but certainly will be the same in content.

My version even came with a surprise bookmark! Inside, about a third of the way in, was a small piece of paper that had been an admission ticket to a theatre. This ticket though was not printed in English but in French and Arabic! I sent a scanned image of the ticket to an Arab speaking friend of mine and he quickly informed me that this ticket was from a theatre in Cairo, Egypt from the early 1900s! So you never know just what might be found in an old book.

The book itself was a very interesting read and the author takes you on the voyage through the eyes of a deckhand. Each chapter is well laid out and you really feel at times you are at sea and are part of the great whale hunt. In addition to being a very well written book the volume also has several very interesting plates showing the artwork of the times, no colour then, but the pictures are very interesting and informative.



## Swallows and Amazons

Author: Arthur Ransome  
Pages: 501  
First Published: 1930  
Publisher: Random House  
ISBN: 9780099572794

Some of you may have read this book as a child and those that did will certainly benefit from a re-read, or reading it to your grandchildren! The author wrote this book in 1930 and it is the first of a series of twelve books involving the same main characters. I really enjoyed the story line of exploring and camping by the main characters as they spend a summer at an idyllic English lake.

This reminded me of my summers at remote cottages and all the interesting things that can occupy a child during the course of the day. There is always something to do or something new to try. The book, though written in 1930, reads very well today and I found it quite a source of information regarding small craft boating on an English lake. Not everyone has outboard motors, so getting about takes some thought and planning as the main characters find out as they explore their lake and local rivers.

So should you have the opportunity to read this volume to your grandchildren, there are thirty-one chapters, each one not too long, but full of adventure, interesting boating lessons and personal development. Over a two week vacation the whole book could be easily covered and just might spark an interest in their reading more!

Note the book has been reprinted several times so a copy should be available in your local library or bookstore. I will be certainly be re-reading this one this summer as I explore new territory on my yearly Lake Nipissing boating vacation.



## Echoes of the Red

Author: J. J. Gunn  
Pages: 246  
First Published: 1930  
Publisher: Press of the Hunter-Rose Co. Limited  
Library of Congress Number: n/a

I have a soft spot for southern Manitoba as I have spent many interesting vacation days there and subscribe to four small town newspapers. Each one of these small towns has a museum and I have visited each one of them and followed the story of the province and the people, and this book, Echoes of the Red, was a perfect fit into my expanding knowledge base of Manitoba.

The author J. J. Gunn was born in 1861 in Manitoba just north of the present day Winnipeg City Hall and became quite a self-educated man and an expert on the local flora and fauna of Southern Manitoba. The Gunn family was well connected and very well read as books were always part of the author's life. As a result he began writing in the late 1890s and focused on the story of Manitoba, its people in 1890 and those that had come before.

There are sixteen chapters in the book and each of them deal with a small slice of Manitoba history either through the eyes of the indigenous native people or the new comers and homesteaders of the late 1800s. The author died on his farm in 1907 as a result of a goring incident, and a descendant, Eleanor F. Gunn coming across his writings many years later decided that it would be a fitting tribute to have his works published once again, but this time in a book form. So I was most fortunate to come across this volume and the read was most enjoyable and informative.



# Boats that I have known: The Mysterious Island 1 of 30 000



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

It all began with the promise of a picnic. A picnic that would be taking place far, far away, to a place that I had never been before! This news was most welcomed and as I went to bed that early summer evening I wondered just where we might all be going.

The next day I was up at my usual early hour and went outside to see what was happening in my newly constructed sandbox. The sun was up and the shadows were long, but I noticed that the ants were already very busy with their nest building. A few birds were chirping and much to my surprise my father called from the side door.

“Time for breakfast!”, and I said goodbye to the ants and made my way to the house. Inside there was a lot of activity, my mother was busy making sandwiches and the kettle was singing away on the stove. Looking around I located my bowl and spoon and soon was eating my usual breakfast of Kellogg’s Rice Krispies.

It was Saturday and the clock on the kitchen wall suggested that the hour was still very early and not yet seven so I was curious why there seemed to be such an early start to the day.

“Your aunt and uncle will be here shortly”, said my mother, “and we will be heading off for the picnic with them!” So with my curiosity satisfied for the moment I took my bowl and spoon to the sink, washed them and put them away. Shortly after that a loud knock came at the door.

Looking out I saw my aunt, my father’s oldest sister, who was all smiles and very wide awake. My parents put the last few things into their picnic basket, turned the stove off and soon we were all standing outside on the veranda of our Scarborough home. And there on the road in front of the house was a very bright 1955 turquoise four door Ford sedan with my uncle at the wheel.

We all walked up to the car and my parents sat in the back seat while I got to sit in the front seat, nestled between my uncle and aunt. This was very exciting as my father did not own a car or drive, so being in a car was something very special. With everyone seated my uncle then placed the car in gear and we were off!

Now where this picnic was to take place was a bit of a mystery to me. The conversation in the car as we drove north out of Toronto was fascinating. It seemed that once we arrived at something called The Boat Works, we would then be travelling in a boat to our destination! This sounded like a real adventure and I was very pleased to be part of it.

The drive north took us through areas that I had never seen. The vast expanse of Holland Marsh and all the vegetable fields was something I had never seen or even heard of before. Beyond that we continued up Yonge Street and eventually arrived in a small town called Barrie. Here the land was a bit more rugged and hilly but there were still lots of trees.

Then after turning onto Highway 93 the land began to change. For the first time I saw large pieces of red rock, which my uncle informed me was something called granite and it was very old and very strong. These rocks were scattered everywhere and the road seemed to go up one side of them and down the other making for a very active ride.

After passing through the village of Coldwater the road levelled out and gradually we came abreast of a small creek and began travelling northeast. To this day I still remember the view as we turned to the right and there to the left hand side of the car was the vast open expanse of a great body of water! This was my first view of Georgian Bay, a body of water that I would become much more familiar with in the future.

“Look at that!”, I said carefully pointing to the water.

My uncle smiled and said, “Yes, that is Georgian Bay and it has 30 000 islands!”

I was fascinated with the colour of the water. It was a very rich dark blue and had small whitecaps dancing over its surface. This really looked like a good place for a picnic! However, I was informed that we were not there yet! So we carried on and soon the view of the water receded and more of the red granite came into view.

Then a few minutes later the water came into view again but now it was on both sides of the road. To the left was the large bay and out to the right was a dam and a series of rapids.

“Those are the Trent-Severn Locks”, my aunt explained and she went on to tell me how in 1929 my uncle had camped there with his brothers and fished for their dinners. I was more than just curious.

Then my uncle signalled for a left turn and we drove off the highway onto a very small rutted road. The sign said “501”. This stretch of road was primitive to say the least. The ups and downs and tight curves made for a very active ride and the bridges were often just one lane and looked very old. Along the way there were a few very small houses but no one seemed to be around.

Around one of the corners out in a field I spotted something most unusual, a streetcar! In fact it was an old TTC streetcar from the 1920s that seemed to have found a home here. My uncle informed me that it had been there for many years and maybe one day it might have a use.

So we carried on and then as we rounded the last bend in the road a vast array of sheds came into view. These sheds were quite large, sort of like a barn but they had no doors and were opened at one end.

As we came to a halt in the small parking lot my uncle said, “Welcome to Honey Harbour!” Was this to be the site of the picnic? I was not sure so I asked.

“No, but we are getting closer.” said my aunt.

We then all got out of the car with my uncle leading the way. I got to carry a basket of sandwiches and my life jacket. I felt that this was going to be a very wonderful picnic as what could be better than peanut butter and honey sandwiches and the promise of a very special picnic.

We walked down a path and there in front of us lay a most wonderful sight. Lots of small colourful boats, all tied up to their own private docks. This was certainly worth the trip alone as I had not seen a boat in several summers and still dreamed of returning to the Trent and the three cottages. My uncle walked past several docks and stopped.

“That is the one.”, he said pointing to a long slender bright red boat. Soon we were all aboard and being the smallest I got to sit in the front. The various packages were also onboard and my uncle then started the Johnson outboard motor and we were off!

“Where are we going now?”, I asked.

“To our island”, said my aunt.

So I sat back in my small seat and looked out at the water at all the pine trees and all the red rock. The little red boat skimmed across the water with ease and I noticed that both my aunt and uncle were wearing very big smiles. What I did not know at this time was that they had just purchased a cottage on Robert’s Island. This was their dream come true, and for me it was to be a wonderful new learning experience on both the land, and on the water.

Next: The Cottage and My Special Entrance

## Sea Salt Galley Kat's GRILLED SALMON WITH AVOCADO SALSA

Katherine Haslam, S, Montreal Power and Sail Squadron



### INGREDIENTS:

2 salmon filets  
Olive oil to drizzle over the filets  
½tsp salt  
½ tsp ground cumin  
½ tsp paprika powder  
½ tsp onion powder  
½ tsp black pepper  
I also used ½ tsp Old Bay Spice (optional)  
1 avocado, chopped  
2-3 slices red onion, roughly chopped  
Juice of 1 lime  
Several tbsp chopped cilantro or parsley (optional)  
Salt to taste

### PREPARATION:

Rub both sides of salmon with oil. Combine the spices and massage into both sides of the salmon. Set aside for at least 20 minutes. Combine avocado, onion, lime juice and parsley if using. Heat grill pan on high. Brush with a bit of oil if needed. Sear salmon on each side until crusty brown. Depending on thickness, about 2 minutes per side. Serve topped with a generous helping of salsa.  
<http://www.seasaltgalleykat.com/fish/grilled-salmon-with-avocado-salsa/>

# Visit Prince Edward Island, and Celebrate Canada's Birthday Where It All Began

You won't want to miss the 2017 Conference and AGM in Prince Edward Island. Boaters and volunteer leaders from across Canada will gather to attend workshops, have their say in the business of the national organization, network with friends and future friends, celebrate our achievements and, of course, have some fun. We are looking forward to welcoming you and showcasing PEI's famous hospitality to boaters from across Canada.

This year's conference will be held on the Charlottetown Waterfront at the Delta Prince Edward which offers an effortless blend of sophistication and convenience. Featuring an unbeatable downtown location in the "Cradle of Confederation", the hotel offers a vast assortment of quality amenities. There are 201 guest rooms, each boasting views of the city or the breath taking views of the Charlottetown Harbour. Looking out past the water, red cliffs supporting lighthouses on the edges surround you. From the deck of the hotel, three separate lighthouses are visible with others just around the corner. To reserve your room at the Delta Prince Edward for \$169 per night call: (888) 263-2427.

Prince Edward Island is a glowing gem of rich green pastures and brilliant red cliffs; an island province surrounded by salty ocean waters and sized just right for touring. The gentle landscape reminds you to slow down and enjoy the peace and beauty of the moment. As you wander country roads you will discover manicured farmsteads, historic lighthouses perched on cliffs, quaint fishing villages and rippling sand dunes shifting in the breeze.

Catch your breath after a hectic summer, and try not to think about the demands of winter. You'll find the perfect calm between the storms on Prince Edward Island. The air and sun are still warm, the beaches are serene and unoccupied. The trees are transforming into a glorious quilt of colour, and on tables, porches, and picnic blankets across our province, the bountiful harvest of the growing season waits to be savoured.

## Our conference theme is the "Cradle of Canada"

150 years ago, a small group of elected officials arrived by boat in Charlottetown. They were meeting to discuss the possibility of uniting three Maritime jurisdictions, but representatives also appeared at the conference to raise a broader issue, and sow the seed of a concept to establish a larger union and create a country. This historic event of 1864 led to the founding of Canada.

*The Island is also known as "Abegweit" the Mi'kmaq word, often interpreted as "land cradled on the waves."*

We invite you to become a time traveller as you step back into 1864 and relive the exciting events that led to the creation of this great nation. You'll learn about the history of the Island and the history of Canada.

## What does fall taste like?

Take the freshest ingredients, plucked from our fertile soil or fished from our sparkling seas. Rush them to local restaurants, markets, and vendors. Get them into the hands of skilled food artists, many trained at the Culinary Institute of Canada right here in Charlottetown. Prepare them perfectly. Serve them with style, and a smile.

Prince Edward Island is Canada's smallest province, but the rich soil and pristine waters produce a huge abundance of culinary treasures. In fact, the modest size helps to harvest local ingredients from traditional family farms, fishers, and artisanal producers, and deliver them quickly to a wide variety of markets and restaurants. The result is a food lover's paradise. And that's appropriate, because going back to our earliest settlers, Islanders have always gathered in the kitchen to share stories and songs over a fresh and delicious home-cooked meal. So whether you're preparing your own masterpiece or relying on the talents of our prize-winning chefs, arrive hungry and you're sure to leave happy.

## You may think of PEI as a summer destination

Fall is surprisingly busy, with concerts, ceilidhs, kitchen parties, and country music jams all over the Island. Community plays and dinner theatre. Fiddlers and step dancers.

## Take your fall outdoors

Stay inside and you can certainly have a wonderful time, but fall on Prince Edward Island seems to beckon us outdoors. It's beautiful on the Island in fall. The gentle blue sky, the deep blue ocean, the rolling green hills dotted with autumn's changes. Take a walk on one of our many uncrowded beaches. Cycle the roadways or explore our trails. Ever tried kayaking? Canoeing? How about geocaching? Climb a lighthouse. Explore sandstone cliffs, where the land meets the sea. Go birdwatching and see how many of our over 330 species you can spot. Explore the magical woods at Green Gables. Golf one of more than 30 courses, ranging from family friendly to legend killer. These are just a few of the reasons to take your fall outdoors, on Prince Edward Island.

Visit [www.charlottetown2017.com](http://www.charlottetown2017.com)



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

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Saturday Chief Commander's Gala Dinner & Dance \_\_\_\_\_ x \$115 = \$ \_\_\_\_\_

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Friday – South Shore and Bridge Tour \_\_\_\_\_ x \$58 = \$ \_\_\_\_\_

Saturday – History and Wine \_\_\_\_\_ x \$70 = \$ \_\_\_\_\_

TOTAL = \$ \_\_\_\_\_

For tour descriptions visit <http://www.charlottetown2017.com>

\*Early registration rates apply if received on or before September 11, 2017

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Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2017. Note: Post-dated cheques will not be accepted.

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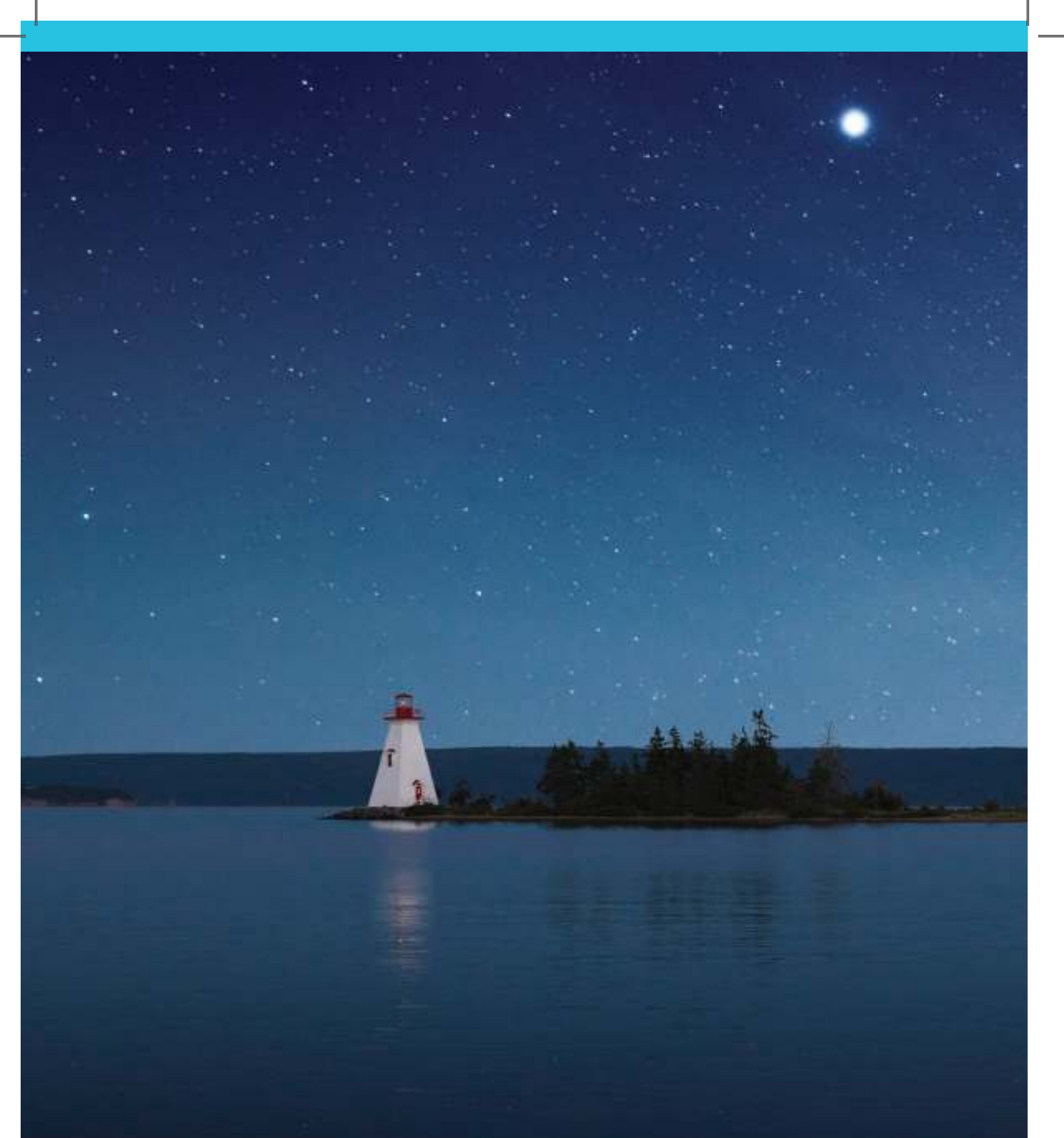
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After September 11, 2017 higher registration rates will apply.

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

## CANCELLATION POLICY

Cancellations on or before Sept. 12, 2017 are accepted with no penalty. From Sept. 13, 2017, all cancellations are subject to a \$35 fee per person. After October 09, 2017 cancellations will be partly refunded only if other participants register to take your place.



THE PORT HOLE



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

# WINDSHIFTS



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

**G**reetings!!  
With the months of summer stretching out before us it is important to grasp the good weather and enjoy the soft water. Many of our Members do this each year and their travels and adventures often make their way into The Port Hole. This issue is no exception.

This issue offers quite a range of articles from a ship tour of the RMS Queen Mary to an adventuresome cruise off the coast of Australia. There is even a whale involved! I have also had the honour of interviewing one of our CPS-ECP Members who was awarded the Medal of Bravery for his quick thinking in a rescue action in the summer of 2014. This was a most interesting conversation as it really puts the idea of “safety first” into play and action.

Now with the summer cruising months ahead of us I have also provided you with some interesting reads, one for the grandparents out there, and one for the students of tall ships and whaling. For the grandparents the book suggested just might be one they read as a child, but makes for a great read afloat to grandchildren, while the book on whaling in the 1800s is considered to be the “textbook” on the subject. Now I have often been asked where do I get all of these books from and I have to confess that they are not borrowed or loaned to me but are part of my own personal library. I come by my reading habit honestly, I have always loved books, especially books concerning boats, and I am

always looking for more! In fact while reading this spring I even found an amazing artifact in one of this month’s Readable Relics, a theatre ticket dating from the early 1900s from Cairo, Egypt! A picture of it can be viewed at the bottom of this page.

And for those of you who live on your boat or would like to, or have a wish to, Martin Hederich’s article describing his experience living in a working boat yard will certainly be an enticing invitation to a very different way of life. One for him that does not include any snow! Life in his boat-yard is varied and often quite amusing.

My youthful boating adventures continue with the next installment of Boats that I have known where I find myself in some very new waters and a whole host of new boats. Water that will be very familiar to many of you in Ontario.

And, of course, with the summer months upon us, it is important to reach out to those around us in words and deeds spreading the good news about CPS-ECP, practising what we preach, by being safe on the water. Do enjoy your summer!

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

If so, do send me your stories and information and look for them in the fall edition of The Port Hole. The deadline for submissions is July 10, 2017.

## Have you been receiving the CPS-ECP OnBoard eNewsletter?

Canadian Yachting magazine produces an informative CPS-ECP OnBoard newsletter that members receive twice per month, FREE of charge!

Ensure we have your latest email address by signing in and updating your CPS-ECP member profile at: [www.cps-ecp.ca/online/](http://www.cps-ecp.ca/online/).  
Or call the National Office at: 1-888-CPS-BOAT. For local calls: 416-293-2438.





Robert Pepin, AP, Chief Commander  
Lanauidiere Power and Sail Squadron

It is our commitment to maintain a direct communications link between your elected National representatives and Members at all levels of the organization. I am therefore sharing with you the following synopsis of the February 7 and April 8 and 9 Board of Directors' meetings.

Please consult your Squadron or District Commander for full details on any of the issues mentioned herein.

Reports and Minutes of Meetings can be found on the CPS-ECP website ([www.cps-ecp.ca](http://www.cps-ecp.ca)) in Members Moorings under the National Meetings section.

#### Board of Directors' Meeting – February 7

- Information Technology – In December the Executive Committee authorized a study on CPS-ECP Information Technology (IT) business needs. The conclusion led the Board to adopt a motion to move a second phase of the IT Renewal project which consisted to further definition of system requirements and have Grant Thornton define a Request For Proposal and assist in the search of firms able to meet CPS-ECP needs. This second phase was granted a \$40,000 budget.
- Course completion – It is recognized that writing an exam is stressful for a number of people. The Educational department has suggested that completing a course could mean either passing an exam or 75% attendance or 75% completion of work in the opinion of the instructor. The Board has unanimously supported the change and this will be completed by the adjustment of the Board Regulations.
- Squadrons merging – The Board of Directors has accepted the surrender of Capilano Power and Sail Squadron, Norvan Power and Sail Squadron, and Seymour Power and Sail Squadron's warrants and pennants. At the same time, the Board approved that North Shore Power and Sail Squadron be granted a new warrant. It is in fact the merger of the three Squadrons.
- Satellite Squadrons – The principle of creating Satellite Squadrons was accepted, and National Administrative Officer Peter Bolton, and National Rules Officer David Peebles, were requested to draft the required regulations, if and where needed. It was agreed that a flexible approach is preferred.

- Planning Committee – P/C/C Joe Gatfield, Chair of the Planning Committee, has indicated that his committee was tasked with tracking the management of the Strategic Plan. So far, activities in all areas that were prioritized by the plan have started.
- Past Chief Doreen Hinksman – C/C Robert Pepin reported that P/C/C Doreen Hinksman received special recognition from the Canadian Safe Boating Awards (CASBA) at its January 27 annual awards ceremony for her years of commitment to recreational boating.

#### Board of Directors' Meeting – April 8 - 9

- Information Technology – Further to previous work done in cooperation with Grant Thornton, the Board of Directors approved the complete remake and modernization of the CPS-ECP website environment and its IT systems as proposed by the IT core team and supported by the Executive Committee. The creation of the new system will be accomplished by Innovexa, a Canadian based firm, who made a presentation to the Board and created some positive excitement among Board members. Some of the requirements from the new system are: facilitation of search and navigation, bilingual website, same look and feel across the country, access from various technologies such as smart phones, tablets and PCs, hosting of all squadron websites, enhanced marketing of the CPS-ECP brand, enhanced course offerings, one step entry of information, and many more. The challenging objective is to make the system operational by the next AGM in October.
- Financials – Revenue is still a challenge to the organization and innovation and shorter courses are keys to attract students. The proposed budget recognizes the need to focus on enhanced course offerings, innovation in tools being used to reach out to students in their environment, complete without delay the remake of our website, search how to serve membership to its satisfaction and maintain efficiency at the National Office in both official languages.

Continued on page 30



## Canadian Power and Sail Squadrons

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[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

Patron  
H.R.H. The Prince Philip  
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Canadian Power and Sail Squadrons  
Escadrilles canadiennes de plaisance  
26 Golden Gate Court  
Toronto, ON M1P 3A5  
1-888-CPS-BOAT F. 416-293-2445  
[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)  
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Executive Director  
Walter Kowalchuk

- Revocation of Squadron warrants – The Board of Directors has accepted the surrender of Lake of Two Mountains and Markham-Agincourt warrants and pen-nants. Members are being invited to join neighboring Squadrons.
- Volunteer Committee – The Board has adopted a motion creating the new Volunteer Committee. The purpose is to offer advice and assist in developing alternate operating models that suit their local circumstances to Squadrons that are having difficulty within the existing structure. It is recognized that the creation of Satellite Squadrons is one, but many other solutions may exist to mitigate the reduction in volunteering, a phenomenon which is also occurring in many other organizations.



## Have your flares expired?

If your flares have a manufacture date of 2013 or earlier they have expired or will expire this year. You can't light them, throw them in the water or in your household garbage to dispose of them.

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

In accordance with Transport Canada requirements, flares are approved for four years from the date of manufacture. Typically, this means that boaters need to replace their flares every third or fourth boating season. If they have a manufacture date of 2013 or earlier they have expired or will expire during this boating season, boaters are required to replace them... it's the law!

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

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

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Bradley Schmidt  
National Power and Sail Squadron

Recent circumstances got me on the hunt for a 9.9 horsepower outboard motor for my twelve foot jon boat. Because the boat is small I was concerned that a 4-stroke 9.9 would be too heavy so I set out to find a 2-stroke.

The second hand economy is very strong these days. There is a plethora of free classified sites online – KIJJI, Craigslist, Letgo, and Varage Sale to name a few. When using an online tool to search for a motor, it is worth considering all the ways someone might advertise one. For example, people commonly refer to their engines by the brand name. They might say “6 HP Mercury” so a search for outboard or engine would not find this listing. Searching for a few different terms might just reveal an advertisement that few others have seen. There are often many deals to be had, but be wary of some of the now defunct brands as parts may be difficult to find. If you are looking for an older motor it may be best to stick with the best known manufacturers.

Recently I saw a 1974 Johnson 9.9 hp short shaft outboard listed for a good price. For its age it looked really nice so I made arrangements to see it and made the purchase. I liked

how the colour scheme of this vintage of motor matches my boat’s green exterior. If the seller isn’t prepared to run the motor for you, at a minimum you should pull it over to make sure it has good compression. If you can take the cover off, try moving the flywheel from side to side (there should be no movement) and also up and down (there should be a slight amount of endplay). If it passes these tests then most likely it can be made to run without too much trouble.

Although it was easy to get my motor running, it is good practice to do some preventative maintenance. My motor is 43 years old, so anything that has come in contact with gasoline for all that time is likely to fail: fuel lines, fuel pump, and carburetor. Don’t forget new spark plugs, an impeller, and oil for the lower end as well. If your motor has ignition points they should be checked and adjusted or replaced. All the parts I needed were in stock at a local marine store and cost \$115 including tax. It only took a few hours to tune the motor up. Now it’s ready for years of reliable service, for a fraction of the cost of a new one.



John Gullick, AP  
Manager, Government and Special Programs

Every year thousands of boaters go out on the water without the proper safety equipment that is required by law. This equipment can be of great benefit and comfort and can mean the difference between a great day out on the water and a potential disaster.

Required items vary depending on boat length but here is a list of things that you require on board, in good working condition and within reach each time you go out:

**Compulsory Items required on a typical vessel 6 metres or less in length:**

The vessels license or registration certificate if powered by a motor of 7.5 kw (10 hp) or more.

A Canadian approved flotation device, lifejacket or PFD, in good repair and of appropriate size for every person on board.

Fire extinguisher (depending on type of engine, gas tank or cooking appliances on board).

Watertight flashlight or pyrotechnic distress signal requirements (flares).

Sound signalling device.

Buoyant heaving line (minimum 15 metres in length).

Paddle or anchor with at least 15 metres of rode and /or chain.

Reboarding device.

Bailer or manual water pump.

Navigation lights.

**Other items to check:**

Batteries are secure.

Passive ventilation that allows air to flow through below decks.

Exhaust fan or bilge blower that removes dangerous vapours.

Flame arrester and heat shielding for inboard engines.

Up-to-date charts.

Magnetic compass.

Radar reflector.

Consider requesting a Recreational Vessel Courtesy Check. This is a totally voluntary service and is conducted without penalty. You will receive an inspection certificate and, when you pass, a sticker. If a deficiency is found you will simply be advised of the requirement and a another inspection will be offered when you have added these items.

Canadian Power and Sail Squadrons are currently the only non-governmental national source for this programme. They will inspect vessels that are in or out of the water. They can tell you what is required and give you specific information about each item, what items are best for your vessel and boating conditions and even how to properly use certain items or what additional training might be available.

Volunteers can also talk to you about PFDs, Sail Plans, Alcoholic Beverage Consumption while on board, Sewage Disposal and Pre Departure Check Lists. For more information contact your local Canadian Power and Sail Squadron or visit: [www.courtesycheck.ca](http://www.courtesycheck.ca)

CPS-ECP can offer free Recreational Vessel Courtesy Checks (RVCC) at your yacht club or marina during the boating season. Again, contact your local CPS-ECP Squadron.

It is said that knowledge is power and when it comes to boating you can never have too much of it. That knowledge can give you the confidence to really enjoy your boating experience and it can give others confidence in your abilities as a safe boat operator. The best trip is always a safe return trip.



# A glimpse of our maritime past: The RMS Queen Mary

André Dubois, AP, P/D/C Rideau  
Kingston Power and Sail Squadron

On the 80th anniversary of the Cunarder RMS Queen Mary celebrating her maiden voyage to New York in 1936, my wife Sheilagh and I spent a wonderful holiday aboard the ship last November. The Queen Mary now serves as a spectacular floating hotel and is moored in Long Beach, California. We would like to share with you a glimpse of the ship as she is today, as well as memories from her glory days in war and peace. There is a lot to see aboard this mammoth liner, and this can only be a very brief account.

Construction of the great ship grew quickly but tragedy hit the Clydeside shipyard in 1931 as work had to be abandoned halfway through, forcing 3,000 men out of work as Cunard was hard hit by a recession and declining passenger traffic. After spending 2,000,000 British pounds, the company was out of private funds. It took a couple of years to acquire new financial backing and to resume work. Through this period, the ship was only known as Hull No. 534 and it remained nameless for several years. Finally, in 1934, Her Majesty Queen Mary named the ship after herself saying “I am happy to name this ship Queen Mary. I wish good luck to all who sail in her”. With these words, Her Majesty pressed the launching button and RMS Queen Mary entered sea service in 1936.

After 31 years at sea and completing over 1000 crossings of the Atlantic, the Queen Mary was bought at auction in 1967 by the City of Long Beach for a mere \$3.7 US million as the cornerstone of the city’s waterfront tourist development. It has been a very successful enterprise: the Queen Mary has been renovated over the past 50 years into a convention centre, a tourist attraction, and a hotel with more than 315 guest rooms. The ship is a piece of living history, through which

the public can browse, and feel the past come alive through the many excellent exhibits and guided tours. The city is now embarking on a \$30 US million restoration of the ship.

The vessel displaces 81,237 tons. The engines consisted of 24 watertube boilers which produced 160,000 hp giving the ship a top speed of more than 30 knots. She was known as the Grand Old Lady of the Sea, a nickname she richly deserved, having carried many thousands of passengers, film stars, politicians, and royalty, all travelling in luxury and style during the peace time voyages.

We found that the public spaces and our individual state room were in remarkably good condition, with a significant portion of the ship’s original décor still intact. Although some facilities were not available to us during our stay due to the restoration underway, the ship nonetheless boasted a variety of elegant lounges and restaurants. A dining room on the starboard side offered great views across the bay and to downtown Long Beach. Fine dining was also available in Sir Winston’s restaurant at the stern of the ship, which is the main signature restaurant on board. The lounges were the social centres of the ship and all three classes (First, Tourist and Third) had libraries, swimming pools and playrooms. The first class restaurant was one of the largest rooms afloat and able to accommodate over 800 passengers, and the first class lounge was used as a cinema and a ballroom for up to 400 people. Another stunning place on the ship was the Observation Bar, a wonderful Art Deco lounge with a superb view towards the bow for those wanting to look out to sea.

We embarked on a two-hour guided tour of the ship that took us from stem to stern: from the wheelhouse, full of shining brass, to a dark chamber to view one of the four



ship's gigantic screws under water, each weighing 35 tons. Amazing Art Deco art work was everywhere, with many acres of beautiful wood veneers: thirty-seven woods in all, the main wood being the Canadian maple! As a real novelty in those years, the ship was fitted with a complete telephone exchange system which enabled first class passengers to ring a friend in any part of the world without getting out of bed!

Our guide shared some fascinating stories about his 31 year career with the Cunard-White Star fleet. On one occasion, while serving on the Queen Mary, he recalled a period of dense fog, he was at the end of the 12 to 4 am watch and noticed that the watertight door indicator board showed that the No. 3 WT door in the engine room was not closed. During fog, closed doors were a safety precaution. On inspection, the engineer on watch found his fireman had been trapped in the doorway. He died of his injuries when the door was closed on him, and became the Queen Mary's most famous ghost.

RMS Queen Mary is full of art. Cunard commissioned paintings, carvings and sculptures from more than 30 artists to decorate the interiors. The result is beautiful: hundreds of artworks produce a rich and luxurious atmosphere that pervade the whole vessel. One famous painter, Doris Zinkeisen, was responsible for more than 1000 square feet of paintings in the brightest rooms of the ship. While on the ship, we toured a royal exhibition of Princess Diana's tragic life and times. Another exhibition aboard the Queen Mary was a small gallery featuring paintings by Prime Minister Sir Winston Churchill.

During World War II, the Queen Mary was requisitioned and was painted a drab shade of grey in readiness for war service. Following some conversion work, the ship transported forces to and from war zones. When at sea,

zig zagging courses were used to reduce the possibility of U-boats torpedoing the ship and on one passage, the ship carried a record 16,683 troops. In total, she transported 800,000 troops. The Queen Mary was demobilized in 1946 and returned to her normal routine on the North Atlantic.

With the advent of the airplane, it was the beginning of the end for all the superliners. By the early 1960s, the Queen Mary was running only one-quarter full and was converted for cruises. That measure was not successful and the writing was on the wall for the Queen Mary. The ship ended her career in 1967 leaving Southampton for the USA one last time.

From a bulletin board on the Queen Mary, here is a politically incorrect rhyme as to why a ship is called a "she":

*Forever Female.*

*She's all decked out and often well stacked.*

*She has a waist and stays and requires a lot of rigging.*

*Bows and bells are standard equipment.*

*She has pleasing lines from stem to stern.*

*When you want her attention, a whistle is the appropriate signal.*

*When in port she immediately makes for the buoys.*

*It's not her initial expense that breaks you - it's the upkeep.*

*She takes a lot of paint to maintain her best appearance.*

(anonymous)

André Dubois is a graduate of the Warsash School of Navigation (UK) and served as a deck officer in the Swiss Merchant Navy. Upon switching to a land career, he worked in the marine radar industry and later for Industry Canada in Ottawa. As a CPS-ECP instructor, he has taught every course in the CPS-ECP syllabus and held various senior positions in CPS-ECP.

# Across the Paddock



Fleurieu Warrior in racing form. A life raft and dodger were added and the solar panels mounted on the bimini roof.

Ken Beall  
Sunshine Coast Power and Sail Squadron

It all started when Dr. Trevor Brown, a sailing buddy in Australia invited my wife and me in January 2016 to a presentation by Jessica Watson. Jessica is the 16 yr. old Aussie girl who sailed solo around the world. Her presentation at the Royal Geelong Yacht Club was, to my wife and me, inspirational. To Trevor, however, it was motivational. On Jessica's encouragement and endorsement he added a solo trip across Bass Strait to his bucket list.

Dr. Trevor Brown is a mobile vet working out of the Geelong (near Melbourne) area. He races religiously every Wednesday and Saturday on his Nolex 30 sailboat. The boat has a hydraulically activated drop keel, swept back spreaders and is fractionally rigged. His racing area of Corio Bay is a fantastic place to sail as it has strong winds that blow across a headland but no fetch, so he gets good speed on relatively flat water. Corio Bay (Geelong) is a finger off Port Philip Bay (Melbourne) and both are very shallow, each building up quick short waves which makes for interesting racing with great speeds.

When Trevor first decided to cross the "paddock", he knew he was going to need to do a lot of preparation work for the trip. He decided he would make the trip on December 26th as there were two races taking place at that time from Melbourne, Victoria to Launceston, Tasmania and from Sydney to Hobart. With all that activity, there

would be extra help available if he ran into difficulties. The planning had started.

His first consideration was safety. He arranged for a four-man life raft rental. He swapped out his old radio for a new DSC radio and linked it into his plotter. He linked his plotter into his auto helm and upgraded the electrics. Trevor also had an alternator added into his outboard and brought back the solar panels for charging the new batteries. He already had two EPIRBs, one boat and one personal, so he just had to check them out and make sure his subscription was current. An extended range WIFI receiver and antenna was added as, surprisingly, there is mobile data available across a considerable part of the strait. He acquired a FindMeSpot satellite tracker so others would feel a little more comfortable with the venture. Trevor then acquired an iPad and loaded a Navionics package onto it as a backup plotter. He upgraded his anchor, mounted spray skirts at the cockpit and remounted his bimini and dodger. He also added backup equipment such as an extra bilge pump and flippers and snorkel just in case. Trevor then mounted a track for a self-tacking jib and adjusted his sail collection. Now the boat was set for cruising.

Through a friend, Trevor met Ed Fetherston, who wanted to catch a ride back from Devonport aboard his boat. Ed had a lot of experience and had sailed across Bass Strait more than 50 times. Three was considered a comfortable number to man a 30-footer so Trevor's return trip was planned. Now the hard part... a solo trip across.

On the 26th of December, 2016, Dr. Trevor Brown left Geelong and sailed to Queenscliffe. Queenscliffe is located near the mouth of Port Phillip Bay, the entrance to blue water. The entrance, called The Heads is a 3 nm wide shoal-filled opening that tidally fills and drains Port Phillip Bay four times a day. The rapids are considerable as there is about an eight foot drop and the limited channel is shared with all the shipping coming into Melbourne and Geelong. Port Phillip Bay is 1930 square km and so there is a lot of water going through that narrow gap. Trevor decided to hole up in Queenscliffe and start in the morning but the weather did not cooperate so he delayed until the following evening and set off on his journey.

His trip across under thunderclouds and some rain is his story to tell so let me start in with ours.

Ed and I flew over to Launceston, Tasmania to meet Trevor. After a wonderful family get-together we drove down to Devonport where the boat was moored. On checking the weather, Trevor decided it was better to go sooner rather than later so we quickly boarded and at midnight set off down the Mersey River. It was dark and we had to navigate by plotter and the buoys. Now, only in North America are the red buoys on the right returning. In the rest of the world, the red to red returning rule applies so we kept the red on the right leaving port and still ran aground on a sandbar! The keel held us fast until it was raised a little for a hundred yards and then locked it back down.

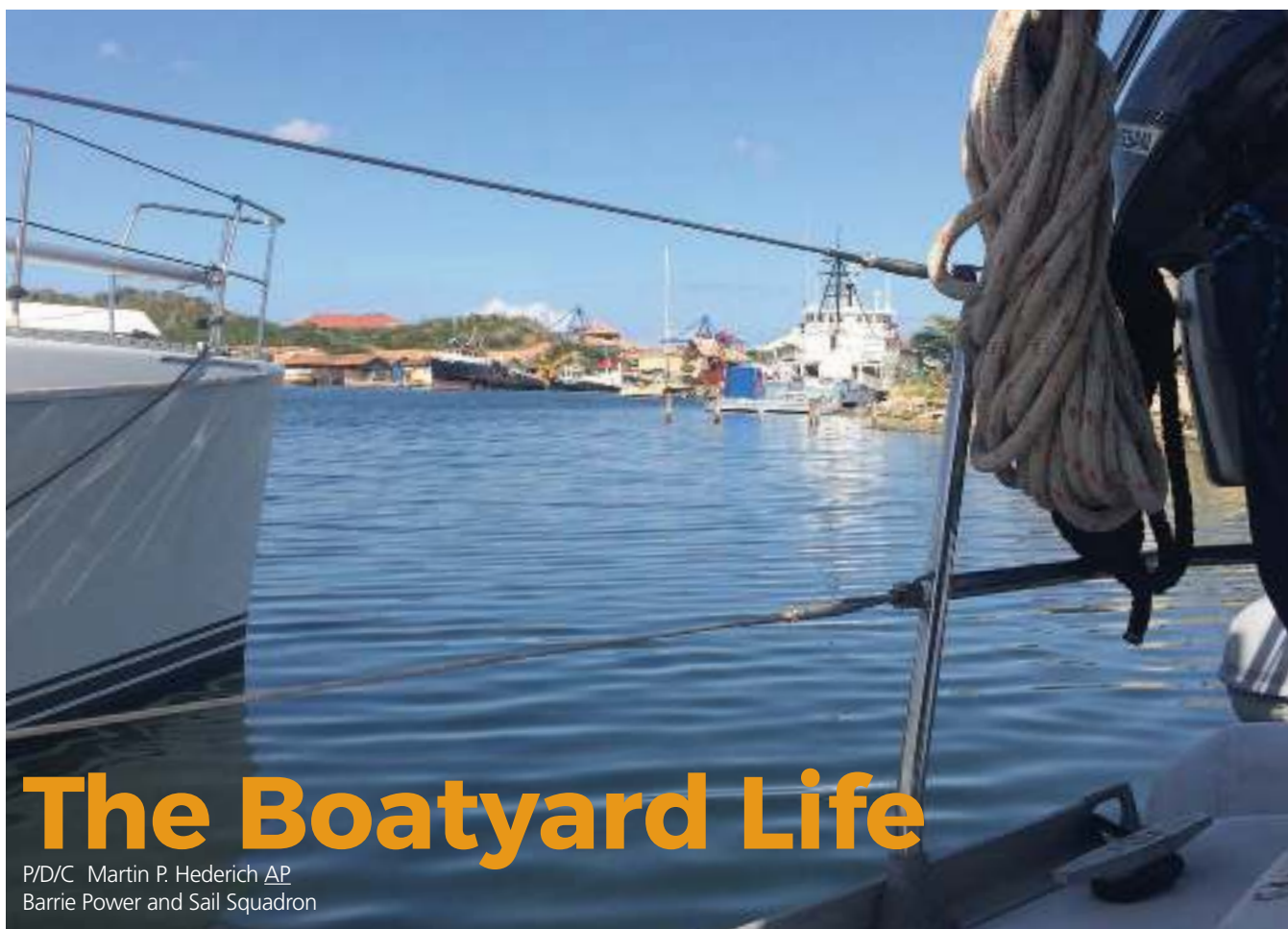
Shortly after leaving the river, we set a double reefed main and the small jib and headed on a course of 330 degrees. The view to the stern was spectacular even though it was after midnight. Lights all along the coast lit up the area for a few hours until a fog bank must have snuffed them out. Then we were on our own. Sailing out of sight of land is very different to sailing in the Gulf Islands of British Columbia. In the islands you always have land as a reference and can steer to avoid contact. Sure we used plotters in the Gulf Islands but with experience we could easily have relied on just charts and our ever present landforms. On the open ocean there are no land references. It took a little familiarizing to get used to steering by the stars, referenced by the compass during the night and strictly by the compass during the day. The plotter was set for our destination with a route marked in but it would not show if we deviated by a few miles so we were always referencing the compass. I was surprised at how little we referenced the plotter once at sea. The wind was on our starboard beam at about 10 knots to start and didn't vary much below that speed for the entire trip. The stars were spectacular but I was disappointed that there was no bioluminescence in our track. I am not sure if that is just a northern thing or why it was not present, but our trail was dark with a speed between four and six knots. If our speed exceeded 6 knots we would reduce sail by dropping the main and sailing under small jib only. It was heavy on the tiller as we approached 8 knots but during the day

we would hold that speed for a while until tiring of the tiller pull and the boat motion at that high speed. We did reach 10.6 knots at one point but it didn't hold.

On our second morning we were enshrouded in fog. Sailing in fog in the open ocean has to be as disconcerting as it is in inland waters. We left our mainsail furled and sailed slower even though the wind conditions would have warranted a sail increase. Our ears were tuned for any signs of activity on the water and before long the sun broke through and warmed our bodies and spirits. Approaching Cape Shank, our first sighting of land, we hit something in 75 m of water. It was a soft thud that knocked off some of our speed although it didn't bring us to a complete halt. It didn't have a ring of metal and it was too far out to be a sunken log so we decided that it was a whale! In any event it woke up Ed who had been dozing in the v-berth and we all were in a bit of a daze. Trevor checked for leaks and not finding any decided to exercise the keel hydraulics to make sure that the keel wasn't damaged. We will never know what caused the bump on that day but to us it was a whale. Later on as we were halfway down Point Nepean, a pod of dolphins joined us for about a half hour, racing in, across, and under the bow, leaping and putting on a great show. That is when the wind shifted, lost strength and came from the North. We changed the foresail to a bigger stay sail and shook out both reefs in the main.

As we approached the Heads, Trevor radioed in to Heads control and we were put in the queue for entering the Heads. We had timed it perfectly, about one hour after the turn to a flood. As we turned from crossing the opening to straight in, a huge cargo ship was coming out heading straight for us. We all screamed turn, turn, turn, but from a mile away, no one was listening... but they did turn and we passed starboard to starboard. My wife Jeannette was on the end of the Pt. Lonsdale pier waving us through but all our eyes were glued to the freighter as it missed us. Our speed was great as we had the outboard running as we entered the Heads, while the current was taking us north and the sails were still doing their part. Then as we were approaching Queens-cliffe, we had to make a tack. The first change in the whole trip. On to port for a half hour, then back to starboard. As we continued on, night fell and we sailed all the way west to Geelong, arriving at 11 p.m., 47 hours after departing Devonport. I then cleaned up a little and hopped a ride with Jeannette to a well-earned sleep where the floor didn't move and there were no more swishing sounds.

Ken Beall has sailed for about 30 years and sails a recently restored Balboa 27 in his home town of Sechelt, B.C., Canada. Although spending most of the 30 years cruising the Gulf Islands and Desolation Sound in Canada, he has been racing with Trevor each Australian summer for about 15 years.



# The Boatyard Life

P/D/C Martin P. Hederich AP  
Barrie Power and Sail Squadron

The author recently spent eight weeks in the boatyard of Curacao Marine, Dutch Antilles, to have the rigging on his 1983 Beneteau First 38 DR FLUE replaced.

Life in the boatyard is hard and dangerous. It is also a great preparation for my future stay in a nursing home, where I will move in as soon as I have the parking issues involving my Porsche Carrera Convertible and my cigar-smoking habit sorted out.

My partner Pam and I are the lucky ones. We are able to stay on our boat in the water at the dock, while the rigging is fabricated and it is almost like living in a marina, but just a little bit more dusty and dirty than we would like it. From time to time we have to move the boat, for instance to the mast crane. However, most tradespeople will happily come to us on the dock to pick up the sails for repair, or to remove the floor and ceiling in the salon to access the diverse rigging components or to rewire all electrical connections like the VHF, radar, anchor, steaming and foredeck lights.

We get up before sunrise and at 7 a.m. Pam goes to her yoga class from 7 to 8 o'clock while I make a nice pot of fresh Venezuelan coffee and enjoy my first cup while watching the sunrise and observe our part of the harbour and the boatyard come to life. From 8 to 9 o'clock we enjoy breakfast together in the shade of our cockpit, and the temperature is already 29 degrees Celsius. Then from 9 to 10 o'clock I enjoy my morning cigar while watching the daily activities unfold.

Every second or third day I have to cut this part of my morning short, because we have to scramble to catch the free grocery bus to the supermarket to stock up on fresh supplies. We wait for the bus together with a group of other old people, and it will arrive anytime between 9:15 and 9:45 a.m. Everybody has one thing in common, they are all retired and live on a boat in the boatyard. There is the nice septagenarian couple from Germany, he is barely able to walk, because he fell down the ladder from his boat while being "on the hard" and suffered a complicated fracture to his leg. There is the little French guy with a big bandage covering his right leg, he fell down from the companionway into his bilge after the floorboards had been removed for keelbolt repairs. We all enjoy the opportunity to catch up on the latest boatyard news.

The bus is airconditioned, thank heavens, because by now it is well over 30 degrees. So is the supermarket, so it is a welcome refuge from the merciless heat. We have one hour to buy our supplies, spending an average of about \$100 US, and if we hurry, we have enough time left to enjoy a free cup of coffee in the airconditioned cafeteria!

Then, everybody is piling back into the bus with their treasures and we travel back to the boatyard. We arrive just before noon, in time to prepare a fresh lunch and enjoy it while the yard is temporarily quiet to do the same from

Continued on page 39



## An Interview with a Life Saver

R. John Garside [AP](#)

It was a warm summer's day at Lock 23 on the Trent Canal and families had gathered to celebrate the end of the school year, and to celebrate the coming of summer, the traditional way many Canadian families do, by having a picnic by the water. Darren Life and his family had travelled to this site as well on their 40 foot aft cabin cruiser to take in the sun, and the fun of being on the water. All was quiet and calm.

Darren has been a CPS-ECP member since 2009 when he took the Peterborough Squadron's Boating Course. When I asked him why he became a member he replied "I always err on the side of safety, no matter what I do, and with my family planning longer (boating) trips I felt this is something I should do". Previously he had boated extensively in the Thousand Islands of the St. Lawrence in a small cuddy cruiser, as he and his wife Jenn would often take off for a quick spin after work to their local swimming hole known only to them. The islands were full of small bays and inlets so there was always something new to explore as well.

Swimming has always been part of Darren's life too. As a child and teenager he took an active part in many swimming lessons and was part of his high school varsity swim team. "It was good fun and I really enjoyed being in the water, it's a natural for me". In addition to his very competent swimming skills Darren has also kept his CPR certification up to date and has taken several first aid courses to enhance his "safety first" calling in his life.

In 2008 the family of four moved from the Gananoque area to Peterborough and a whole new boating opportunity presented itself. Living so close to the Trent Canal system was a waiting invitation for the whole family, and so after taking the CPS-ECP Boating Course Darren felt he was ready to explore it more and with a larger boat as well. So with two weeks of summer holidays the family explored the waters of the Trent sometimes travelling north into Kawartha Lakes to

Rosedale or at other times south into the lower reaches of the Otonabee River. Either way, the vacation was always interesting and refreshing for all family members.

On Sunday June 29, 2014 the family was aboard their vessel and heading upstream to Lock 23. It was just before the hour of noon. As per usual the lock was busy and there were lots of people about, both on their boats waiting to lock through and on the land beginning their noon hour picnics. Included in the picnic group was an extended family from the Toronto area who were gathering for a family reunion. The Toronto picnickers were enjoying themselves until one of their group, a twelve year old child reached out to recover her lost tennis ball that had found its way into the water. Reaching out to recover the ball she fell in and the commotion began.

Now those familiar with the Trent will know that the down side of the dams are full of rapids and quick flowing water so as the child entered the water the current quickly took her away from the shoreline and began sending her down river and away from the shore. Wanting to help, four of the adults in the Toronto party then also entered the water to effect a rescue but they too were caught by the current and swept away from the shore. Things were now going from bad to worse. Darren, seeing the child struggling in the water, immediately dove in and proceeded to swim to her to effect a rescue. His wife, Jenn, meanwhile was raising the alarm amongst the other boaters close at hand and several life rings were carefully tossed in the direction of the now struggling four adults.

Darren was then able to get the girl on his back and three of the adults were able to cling to the thrown life rings and begin their trip back to shore. Unfortunately one adult was unable to access a ring and drowned. With the girl on his back Darren then made for the nearest shore and commented that, "the current was very strong and I had to swim fifty yards to reach the child but the rescue



involved more than just me”. He explained that as Jenn his wife raised the alarm the local boaters took matters into their own hands and tossed the life rings out, some of which were at the lock station wall. Without these rings to cling to, the adults in the water would have been left to their own devices and none were very good swimmers, so their chances of survival were not very good.

For Darren the almost thirty minutes he spent in the water during the rescue is a “bit of a blur” as he was concentrating on getting to the child first, while fighting a strong current, and then with the child on his back returning to shore, but through it all he was calm and focused. “The actions of the boaters and Jenn were great, they too deserve a lot of credit for what happened that day”, he said.

I then asked Darren what his advice would be to parents and he replied, “Keep the kids away from the water and be

aware of dams!”, “below the dam is a very dangerous place, the currents are strong and access to the troubled water is very easy for a child. It is not a safe place for them to play”.

His “safety first” motto also extends into his own boating as anytime Jenn or others are helping in the locking of their boat PFDs are worn by all on the foredeck. He also advises that every boater should have their vessel inspected through the free CPS-ECP RVCC program and “always know where your life jackets are on your boat, and have them close at hand”.

Several months later in the city of London, Darren Life was one of forty-five Canadians honoured for their bravery and was awarded the Medal of Bravery by the Governor General. Darren commented that, “It was a very humbling experience, and there was a very impressive crowd present for the awards, I was just one of the forty-five.”

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## The Boat Yard Life

12 to 1 o'clock. It is time to sit back, relax and enjoy another cigar while watching several septagenarians in Tyvek – protective suits with hoods, gloves and breathing apparatus in the brutal midday sun (it is now well above 35 degrees), trying to save a few bucks by sanding and grinding off the poisonous antifouling from the bottom of their boats and reapplying a fresh coat. This appears especially ridiculous as the yard labour rate for unskilled workers is only \$20 US. I restrict myself to breathing in the results of their activities, which invariably happens when they are directly upwind from us.

We try to seek cover under our Bimini top until late afternoon, taking care to stay well hydrated by consuming cold drinks from our cooler. I use the opportunity to walk up to the marina office to drop off the garbage and buy my daily bag of ice, which is pretty much the only luxury we are currently splurging on. When the heat subsides a little, after 4 p.m., it is time to go on our daily walk into town, for health and exercise purposes. We walk for about an hour, then spend another hour sitting in a street café near the harbour entrance, watching the ships come and go while enjoying another ice cold beverage as a reward. In the last light of the scorching sun, dripping wet, we make it back home to the boat. It is now time to get the shower bag and walk to the marina office to have a refreshing cold shower and to wash off the sweat and dust of the day.

We then walk back to the boat wet and half naked to enjoy the cooling effect of air drying on our skin. It is now time for the daily sundowner drink with lots of ice to conclude the activities of the day and observe the harbour some more. Then we prepare more fresh food for dinner, which we enjoy in the cockpit by the light of our tealight-powered lantern. After doing the dishes, it is 8 o'clock and we start the evening's entertainment by bringing out the headphones

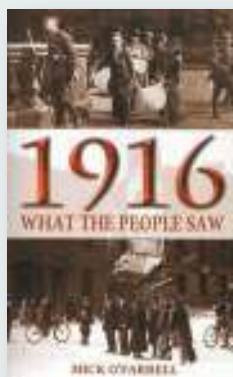


and enjoying a Netflix movie on the iPad. When the movie and my cigar is finished, we fall totally exhausted around 10 p.m. into our berth and listen to the soothing sound of our huge wind turbine, which is fastened to the bulkhead right above our feet. It makes it possible to find some much needed rest while providing a steady stream of cooling wind to keep the temperature and the mosquitoes down.

Once a week, to relieve the boatyard stress, we rent a car from the marina for a day (\$32 US) and drive about an hour for a leisurely day on a beautiful beach, then drive for about an hour in the opposite direction to Happy Hour and a Sailors Dinner at a yacht club. Overall, my boat has been in storage at the dock of Curacao Marine for about 10 years now. During this time, I have had pretty much every system on the boat replaced by qualified tradesmen and hope for several more years to stay as a satisfied customer.

# New Recent Reads Book Reviews

Reviewed by: R. John Garside, AP



## 1916 What the People Saw

Author: Mick O'Farrell  
Pages: 320  
Published: 2013  
Publisher: Mercier Press  
ISBN: 978-1-78117-150-9

History is often written from the point of view of the politicians and generals of the time, but the eye on the ground, the local viewpoint, is often lost. Mick O'Farrell's effort to reveal to us what the people of Dublin saw with their own eyes during what is now known as the Easter Rising of 1916, is fascinating. His research into this time period reveals a whole new look on the week that changed Ireland forever.

Each chapter deals with one person's actual account of the week drawn from the original letters, texts and manuscripts of the time. Many of the stories are being told for the first time and it gives a whole new feel for this troubled time. One has to remember that in 1916 Britain was at war on the continent and this uprising was not expected, either by the standing government or many of the locals. In fact several of the commentaries in the book reveal how insular the trouble was and how limited real information and news was of the uprising.

Each account is well written and very readable and provides you with an insight into Irish urban life in 1916. The one thing that came to the forefront for me was that as the uprising moved into its third day many of the families had no food as refrigeration was still not invented yet! Each day many households travelled to the local market to purchase the day's food supplies and this daily practice was now very dangerous as the streets had become a battleground between the two opposing sides.

As a student of history I highly recommend this book not only for its inside look at the Easter Rising from the point of view of the civilians living in the battle ground but also for the insight that it offers into the mindset of the times.



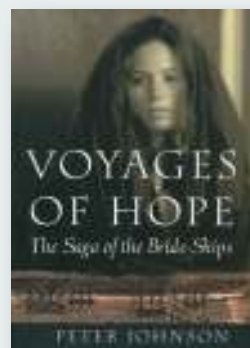
## No Man's Land

Author: Kevin Major  
Pages: 251  
Published: 1995  
Publisher: Doubleday  
ISBN: 0-385-25503-9

This is an interesting piece of fiction written to depict the days prior to July 1, 1916, of a select body of Newfoundland troops in the trenches of France. The story line involves a small group of young officers and their daily actions and anxieties leading up to the fateful launch of another "grand offensive". Each chapter of the book reads very much like a short story filled with new information and more insight into each of the main characters.

Major captures the concerns and daily routines of the men and officers as their unit slowly moves into the front lines of France. The description of the French countryside and local towns is very colourful and you can often feel the dirt and the grinding poverty of the locals. The characters are well developed and you get a feel for their long and short expectations concerning the war and their future. Recall in 1916, Newfoundland was not part of Canada but a distant colony of England, one that was costing a great deal of money to run and administer, and the future of many of the islanders was not full of promise.

The book takes you on an often quiet journey of hope as the troops make their way to the front lines and the eventual offensive. The description of the daily routine that keeps order and morale high as the news from the front is often exaggerated and very limited. The author keeps the book quite taut while at the same time giving you hope that there just might be a happy ending for some. Each character has a very important part to play and with each of them looking back from where they came, where they presently are, and what they might do in the future when the war is over, makes for a very interesting read.



## Voyages of Hope - The Saga of the Bride-Ships

Author: Peter Johnson  
Pages: 227  
Published: 2002  
Publisher: Touch Wood Editions  
ISBN: 13:978-0-920663-79-0

Last summer I had the pleasure of exploring the province of British Columbia, both the coastline and the interior. It struck me how large an area the province occupies and the vast diversity of the land, from the mudflats of the coast to the mountains and more. However, the province is also quite young, and as most of you know, the opening up of the territory was mostly due to the discovery of gold in the Fraser River Canyon.

This resulted in a massive influx of men searching for the precious yellow metal and the resulting network of roads and trails gradually opened up the territory to ranching and farming. However, there was one serious problem. Though there were lots of men about, there were no ladies for wives! So in the early 1860s it was ventured that it would be an excellent idea to ship out a boat load of potential wives to the new colony from the motherland.

The author tracks the collection, selection and the voyage of two ship loads of bridal pilgrims. There is nothing simple about the process as there is not only politics involved but also religion and the ever present social class restraints of the times. The ships do make their trip and deliver their cargo and we get to see the world from the lady's point of view. Many are living in less than grand circumstances in the great cities of England and are more than happy to escape to a new beginning in the colony.

I found the book most informative, not only for the social history of the times, but also it provides a look into the social fabric of the far western province. The future province was very British at times, but also a land of opportunity for many.

# Readable Relics Book Reviews

Reviewed by: R. John Garside AP



## The Cruise of the "Cachalot"

Author: Frank T. Bullen  
Pages: 375  
First Published: 1898  
Publisher: William Clowes & Sons Limited  
Library of Congress Number: n/a

This volume was full of surprises. When I first began reading it the story of whaling was something that I had read about before but never in this much detail. The author takes you on a classic whaling voyage of the Cachalot and delves into all the small crevices of whaling at the turn of the century. The book actually became "the" text book of whaling and I was most fortunate to find it in my local used bookstore in Picton. The book was well received by the public and has been reprinted many times, so the version you may come across may not look the same but certainly will be the same in content.

My version even came with a surprise bookmark! Inside, about a third of the way in, was a small piece of paper that had been an admission ticket to a theatre. This ticket though was not printed in English but in French and Arabic! I sent a scanned image of the ticket to an Arab speaking friend of mine and he quickly informed me that this ticket was from a theatre in Cairo, Egypt from the early 1900s! So you never know just what might be found in an old book.

The book itself was a very interesting read and the author takes you on the voyage through the eyes of a deckhand. Each chapter is well laid out and you really feel at times you are at sea and are part of the great whale hunt. In addition to being a very well written book the volume also has several very interesting plates showing the artwork of the times, no colour then, but the pictures are very interesting and informative.



## Swallows and Amazons

Author: Arthur Ransome  
Pages: 501  
First Published: 1930  
Publisher: Random House  
ISBN: 9780099572794

Some of you may have read this book as a child and those that did will certainly benefit from a re-read, or reading it to your grandchildren! The author wrote this book in 1930 and it is the first of a series of twelve books involving the same main characters. I really enjoyed the story line of exploring and camping by the main characters as they spend a summer at an idyllic English lake.

This reminded me of my summers at remote cottages and all the interesting things that can occupy a child during the course of the day. There is always something to do or something new to try. The book, though written in 1930, reads very well today and I found it quite a source of information regarding small craft boating on an English lake. Not everyone has outboard motors, so getting about takes some thought and planning as the main characters find out as they explore their lake and local rivers.

So should you have the opportunity to read this volume to your grandchildren, there are thirty-one chapters, each one not too long, but full of adventure, interesting boating lessons and personal development. Over a two week vacation the whole book could be easily covered and just might spark an interest in their reading more!

Note the book has been reprinted several times so a copy should be available in your local library or bookstore. I will be certainly be re-reading this one this summer as I explore new territory on my yearly Lake Nipissing boating vacation.



## Echoes of the Red

Author: J. J. Gunn  
Pages: 246  
First Published: 1930  
Publisher: Press of the Hunter-Rose Co. Limited  
Library of Congress Number: n/a

I have a soft spot for southern Manitoba as I have spent many interesting vacation days there and subscribe to four small town newspapers. Each one of these small towns has a museum and I have visited each one of them and followed the story of the province and the people, and this book, Echoes of the Red, was a perfect fit into my expanding knowledge base of Manitoba.

The author J. J. Gunn was born in 1861 in Manitoba just north of the present day Winnipeg City Hall and became quite a self-educated man and an expert on the local flora and fauna of Southern Manitoba. The Gunn family was well connected and very well read as books were always part of the author's life. As a result he began writing in the late 1890s and focused on the story of Manitoba, its people in 1890 and those that had come before.

There are sixteen chapters in the book and each of them deal with a small slice of Manitoba history either through the eyes of the indigenous native people or the new comers and homesteaders of the late 1800s. The author died on his farm in 1907 as a result of a goring incident, and a descendant, Eleanor F. Gunn coming across his writings many years later decided that it would be a fitting tribute to have his works published once again, but this time in a book form. So I was most fortunate to come across this volume and the read was most enjoyable and informative.

# Boats that I have known: The Mysterious Island 1 of 30 000



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

It all began with the promise of a picnic. A picnic that would be taking place far, far away, to a place that I had never been before! This news was most welcomed and as I went to bed that early summer evening I wondered just where we might all be going.

The next day I was up at my usual early hour and went outside to see what was happening in my newly constructed sandbox. The sun was up and the shadows were long, but I noticed that the ants were already very busy with their nest building. A few birds were chirping and much to my surprise my father called from the side door.

“Time for breakfast!”, and I said goodbye to the ants and made my way to the house. Inside there was a lot of activity, my mother was busy making sandwiches and the kettle was singing away on the stove. Looking around I located my bowl and spoon and soon was eating my usual breakfast of Kellogg’s Rice Krispies.

It was Saturday and the clock on the kitchen wall suggested that the hour was still very early and not yet seven so I was curious why there seemed to be such an early start to the day.

“Your aunt and uncle will be here shortly”, said my mother, “and we will be heading off for the picnic with them!” So with my curiosity satisfied for the moment I took my bowl and spoon to the sink, washed them and put them away. Shortly after that a loud knock came at the door.

Looking out I saw my aunt, my father’s oldest sister, who was all smiles and very wide awake. My parents put the last few things into their picnic basket, turned the stove off and soon we were all standing outside on the veranda of our Scarborough home. And there on the road in front of the house was a very bright 1955 turquoise four door Ford sedan with my uncle at the wheel.

We all walked up to the car and my parents sat in the back seat while I got to sit in the front seat, nestled between my uncle and aunt. This was very exciting as my father did not own a car or drive, so being in a car was something very special. With everyone seated my uncle then placed the car in gear and we were off!

Now where this picnic was to take place was a bit of a mystery to me. The conversation in the car as we drove north out of Toronto was fascinating. It seemed that once we arrived at something called The Boat Works, we would then be travelling in a boat to our destination! This sounded like a real adventure and I was very pleased to be part of it.

The drive north took us through areas that I had never seen. The vast expanse of Holland Marsh and all the vegetable fields was something I had never seen or even heard of before. Beyond that we continued up Yonge Street and eventually arrived in a small town called Barrie. Here the land was a bit more rugged and hilly but there were still lots of trees.

Then after turning onto Highway 93 the land began to change. For the first time I saw large pieces of red rock, which my uncle informed me was something called granite and it was very old and very strong. These rocks were scattered everywhere and the road seemed to go up one side of them and down the other making for a very active ride.

After passing through the village of Coldwater the road levelled out and gradually we came abreast of a small creek and began travelling northeast. To this day I still remember the view as we turned to the right and there to the left hand side of the car was the vast open expanse of a great body of water! This was my first view of Georgian Bay, a body of water that I would become much more familiar with in the future.

“Look at that!”, I said carefully pointing to the water.

My uncle smiled and said, “Yes, that is Georgian Bay and it has 30 000 islands!”

I was fascinated with the colour of the water. It was a very rich dark blue and had small whitecaps dancing over its surface. This really looked like a good place for a picnic! However, I was informed that we were not there yet! So we carried on and soon the view of the water receded and more of the red granite came into view.

Then a few minutes later the water came into view again but now it was on both sides of the road. To the left was the large bay and out to the right was a dam and a series of rapids.

"Those are the Trent-Severn Locks", my aunt explained and she went on to tell me how in 1929 my uncle had camped there with his brothers and fished for their dinners. I was more than just curious.

Then my uncle signalled for a left turn and we drove off the highway onto a very small rutted road. The sign said "501". This stretch of road was primitive to say the least. The ups and downs and tight curves made for a very active ride and the bridges were often just one lane and looked very old. Along the way there were a few very small houses but no one seemed to be around.

Around one of the corners out in a field I spotted something most unusual, a streetcar! In fact it was an old TTC streetcar from the 1920s that seemed to have found a home here. My uncle informed me that it had been there for many years and maybe one day it might have a use.

So we carried on and then as we rounded the last bend in the road a vast array of sheds came into view. These sheds were quite large, sort of like a barn but they had no doors and were opened at one end.

As we came to a halt in the small parking lot my uncle said, "Welcome to Honey Harbour!" Was this to be the site of the picnic? I was not sure so I asked.

"No, but we are getting closer." said my aunt.

We then all got out of the car with my uncle leading the way. I got to carry a basket of sandwiches and my life jacket. I felt that this was going to be a very wonderful picnic as what could be better than peanut butter and honey sandwiches and the promise of a very special picnic.

We walked down a path and there in front of us lay a most wonderful sight. Lots of small colourful boats, all tied up to their own private docks. This was certainly worth the trip alone as I had not seen a boat in several summers and still dreamed of returning to the Trent and the three cottages. My uncle walked past several docks and stopped.

"That is the one.", he said pointing to a long slender bright red boat. Soon we were all aboard and being the smallest I got to sit in the front. The various packages were also onboard and my uncle then started the Johnson outboard motor and we were off!

"Where are we going now?", I asked.

"To our island", said my aunt.

So I sat back in my small seat and looked out at the water at all the pine trees and all the red rock. The little red boat skimmed across the water with ease and I noticed that both my aunt and uncle were wearing very big smiles. What I did not know at this time was that they had just purchased a cottage on Robert's Island. This was their dream come true, and for me it was to be a wonderful new learning experience on both the land, and on the water.

Next: The Cottage and My Special Entrance

## Sea Salt Galley Kat's GRILLED SALMON WITH AVOCADO SALSA

Katherine Haslam, S, Montreal Power and Sail Squadron



### INGREDIENTS:

2 salmon filets  
Olive oil to drizzle over the filets  
½tsp salt  
½ tsp ground cumin  
½ tsp paprika powder  
½ tsp onion powder  
½ tsp black pepper  
I also used ½ tsp Old Bay Spice (optional)  
1 avocado, chopped  
2-3 slices red onion, roughly chopped  
Juice of 1 lime  
Several tbsp chopped cilantro or parsley (optional)  
Salt to taste

### PREPARATION:

Rub both sides of salmon with oil. Combine the spices and massage into both sides of the salmon. Set aside for at least 20 minutes. Combine avocado, onion, lime juice and parsley if using. Heat grill pan on high. Brush with a bit of oil if needed. Sear salmon on each side until crusty brown. Depending on thickness, about 2 minutes per side. Serve topped with a generous helping of salsa.  
<http://www.seasaltgalleykat.com/fish/grilled-salmon-with-avocado-salsa/>

# Visit Prince Edward Island, and Celebrate Canada's Birthday Where It All Began

You won't want to miss the 2017 Conference and AGM in Prince Edward Island. Boaters and volunteer leaders from across Canada will gather to attend workshops, have their say in the business of the national organization, network with friends and future friends, celebrate our achievements and, of course, have some fun. We are looking forward to welcoming you and showcasing PEI's famous hospitality to boaters from across Canada.

This year's conference will be held on the Charlottetown Waterfront at the Delta Prince Edward which offers an effortless blend of sophistication and convenience. Featuring an unbeatable downtown location in the "Cradle of Confederation", the hotel offers a vast assortment of quality amenities. There are 201 guest rooms, each boasting views of the city or the breath taking views of the Charlottetown Harbour. Looking out past the water, red cliffs supporting lighthouses on the edges surround you. From the deck of the hotel, three separate lighthouses are visible with others just around the corner. To reserve your room at the Delta Prince Edward for \$169 per night call: (888) 263-2427.

Prince Edward Island is a glowing gem of rich green pastures and brilliant red cliffs; an island province surrounded by salty ocean waters and sized just right for touring. The gentle landscape reminds you to slow down and enjoy the peace and beauty of the moment. As you wander country roads you will discover manicured farmsteads, historic lighthouses perched on cliffs, quaint fishing villages and rippling sand dunes shifting in the breeze.

Catch your breath after a hectic summer, and try not to think about the demands of winter. You'll find the perfect calm between the storms on Prince Edward Island. The air and sun are still warm, the beaches are serene and unoccupied. The trees are transforming into a glorious quilt of colour, and on tables, porches, and picnic blankets across our province, the bountiful harvest of the growing season waits to be savoured.

## Our conference theme is the "Cradle of Canada"

150 years ago, a small group of elected officials arrived by boat in Charlottetown. They were meeting to discuss the possibility of uniting three Maritime jurisdictions, but representatives also appeared at the conference to raise a broader issue, and sow the seed of a concept to establish a larger union and create a country. This historic event of 1864 led to the founding of Canada.

*The Island is also known as "Abegweit" the Mi'kmaq word, often interpreted as "land cradled on the waves."*

We invite you to become a time traveller as you step back into 1864 and relive the exciting events that led to the creation of this great nation. You'll learn about the history of the Island and the history of Canada.

## What does fall taste like?

Take the freshest ingredients, plucked from our fertile soil or fished from our sparkling seas. Rush them to local restaurants, markets, and vendors. Get them into the hands of skilled food artists, many trained at the Culinary Institute of Canada right here in Charlottetown. Prepare them perfectly. Serve them with style, and a smile.

Prince Edward Island is Canada's smallest province, but the rich soil and pristine waters produce a huge abundance of culinary treasures. In fact, the modest size helps to harvest local ingredients from traditional family farms, fishers, and artisanal producers, and deliver them quickly to a wide variety of markets and restaurants. The result is a food lover's paradise. And that's appropriate, because going back to our earliest settlers, Islanders have always gathered in the kitchen to share stories and songs over a fresh and delicious home-cooked meal. So whether you're preparing your own masterpiece or relying on the talents of our prize-winning chefs, arrive hungry and you're sure to leave happy.

## You may think of PEI as a summer destination

Fall is surprisingly busy, with concerts, ceilidhs, kitchen parties, and country music jams all over the Island. Community plays and dinner theatre. Fiddlers and step dancers.

## Take your fall outdoors

Stay inside and you can certainly have a wonderful time, but fall on Prince Edward Island seems to beckon us outdoors. It's beautiful on the Island in fall. The gentle blue sky, the deep blue ocean, the rolling green hills dotted with autumn's changes. Take a walk on one of our many uncrowded beaches. Cycle the roadways or explore our trails. Ever tried kayaking? Canoeing? How about geocaching? Climb a lighthouse. Explore sandstone cliffs, where the land meets the sea. Go birdwatching and see how many of our over 330 species you can spot. Explore the magical woods at Green Gables. Golf one of more than 30 courses, ranging from family friendly to legend killer. These are just a few of the reasons to take your fall outdoors, on Prince Edward Island.

Visit [www.charlottetown2017.com](http://www.charlottetown2017.com)



# AGM CHARLOTTETOWN

at the Delta Prince Edward Island Convention Centre • October 25-28, 2017



18 Queen St., Charlottetown, PE, C1A 4A1, Phone: (902) 566-2222

CPS-ECP Conference 2017, 26 Golden Gate Court, Toronto, ON M1P 3A5 [hqg@cps-ecp.ca](mailto:hqg@cps-ecp.ca) Fax: (416) 293-2445

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

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Squadron \_\_\_\_\_ District \_\_\_\_\_  
Member no. \_\_\_\_\_ Officer Position \_\_\_\_\_  
Is this your first National Conference?  Yes  No

## FULL CONFERENCE MEAL PACKAGE

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

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

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

### Individual Conference Meals

Friday Theme Dinner – "Cradle of Canada" \_\_\_\_\_ x \$85 = \$ \_\_\_\_\_

Saturday AGM Luncheon \_\_\_\_\_ x \$60 = \$ \_\_\_\_\_

Saturday Chief Commander's Gala Dinner & Dance \_\_\_\_\_ x \$115 = \$ \_\_\_\_\_

### Tours

Wednesday – Double Decker City Tour \_\_\_\_\_ x \$32 = \$ \_\_\_\_\_

Thursday – Island's Finest Tour (includes lunch) \_\_\_\_\_ x \$92 = \$ \_\_\_\_\_

Friday – South Shore and Bridge Tour \_\_\_\_\_ x \$58 = \$ \_\_\_\_\_

Saturday – History and Wine \_\_\_\_\_ x \$70 = \$ \_\_\_\_\_

TOTAL = \$ \_\_\_\_\_

For tour descriptions visit <http://www.charlottetown2017.com>

\*Early registration rates apply if received on or before September 11, 2017

## PAYMENT INFORMATION

Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2017. Note: Post-dated cheques will not be accepted.

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

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

Signature \_\_\_\_\_

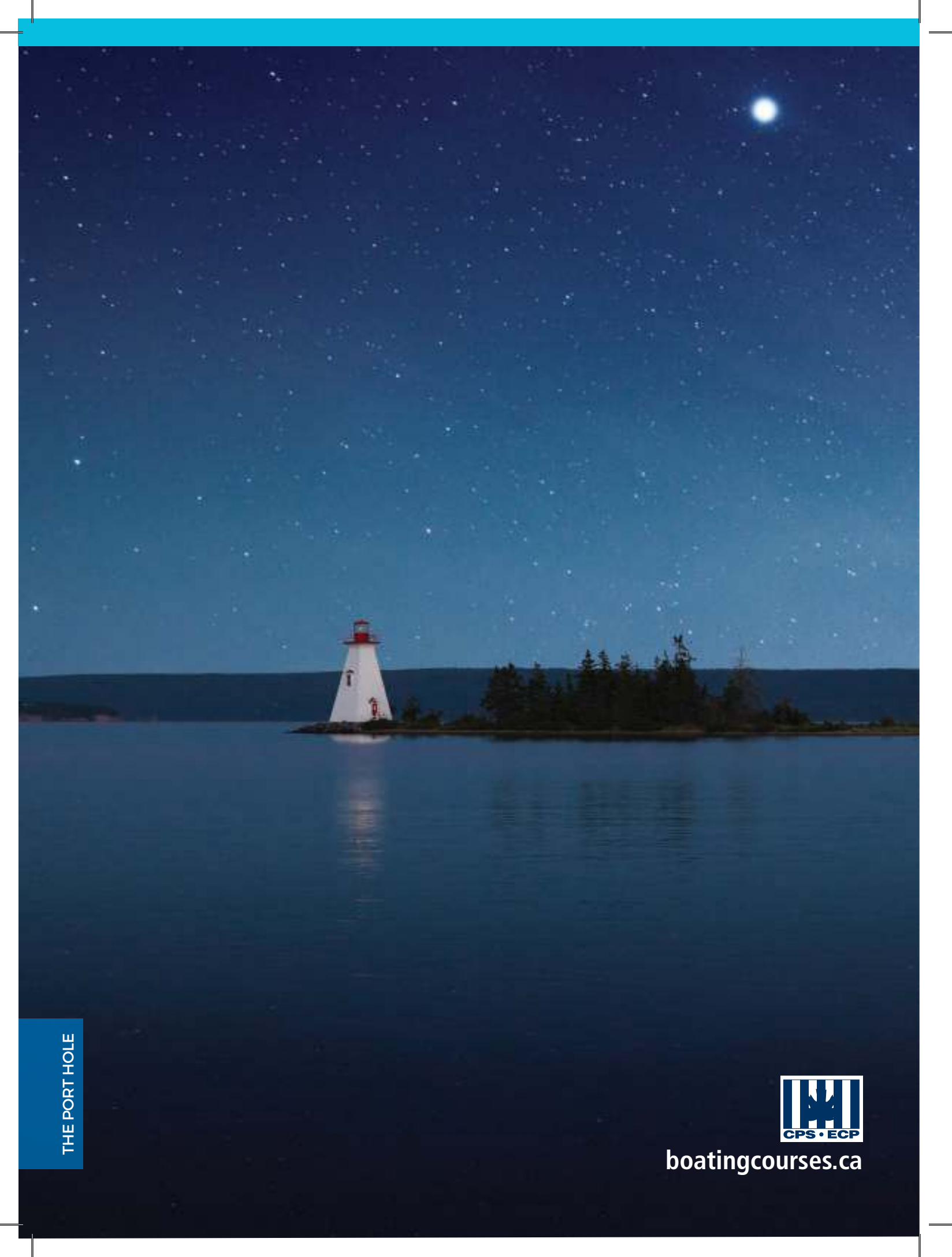
Dietary or physical restrictions and other requirements: \_\_\_\_\_

After September 11, 2017 higher registration rates will apply.

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

## CANCELLATION POLICY

Cancellations on or before Sept. 12, 2017 are accepted with no penalty. From Sept. 13, 2017, all cancellations are subject to a \$35 fee per person. After October 09, 2017 cancellations will be partly refunded only if other participants register to take your place.



THE PORT HOLE



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