

THE PORT HOLE

SPRING 2015

Return to
**Desolation
Sound** 64

Niagara Falls
Conference 71-77

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Photo: Vanessa Schmidt



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



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

As a consequence of publishing schedules, I am writing the Spring Windshifts column on Groundhog Day. The most famous groundhog prognosticators in Canada and the USA are divided on whether or not we are facing six more weeks of winter. Environment Canada senior climatologist, Dave Phillips, has just pointed out that the overall record for Ontario's groundhog, Wiarton Willie, is spotty, but he also admitted that predicting the weather is a tough gig. "His batting average is not that great ... but hey, neither is ours," he said.

In many parts of Canada, on Groundhog Day 2015, any singing of Robert Browning's "Pippa's Song" is going to be seriously off key. In Toronto, in the midst of "severe weather", there have been 500 collisions. Parts of Ontario were dealing with 40 centimetres of snow. The east coast was taking another pounding. Meanwhile, back in Foam Lake, Saskatchewan, it was, as we say, "too cold to snow". Nobody I know was carolling, "The year's at the spring;/And day's at the morn;/Morning's at seven;/The hill-side's dew-pearl'd;/The lark's on the wing;/The snail's on the thorn;/God's in His heaven—/All's right with the world."

Note that I said, "In many parts of Canada..." rather than "In Canada..." and I do hope that those who ridicule the groundhog forecasters remember that even Dave Phillips isn't expected to forecast for our entire country, coast to coast to coast, from a few minutes observation, once a year. Canadian meteorologists split the country into regions. From the Internet, I can get the temperature and forecast for Foam Lake, population less than 1,300, without having to step outside. It is updated with amazing frequency.

When I first began writing for *Port Hole*, in the 1980s, we didn't take those variations into account. Life, within CPS-ECP, had a natural rhythm. We "all" took courses that ran the entire winter season, we wrote our exams in the spring, and then held our graduation parties, which "everyone" attended.

The Spring issue was easy. It was all about spring launch. Well-written, good tips that certainly applied to those of us who were sanding, painting or varnishing and checking engines, sails, rigging, safety and emergency equipment in preparation for a fresh season. We had to be told, by some west coast sailors, that there were places in this vast country where boats did not leave the water for an entire winter, and did not require a complete overhaul in the spring. Oops.

We did take notice. The Spring issue now features articles of general issue, applicable to life aboard large or small watercraft anywhere there are sufficient usable waterways. As well, we no longer focus our Fall issue on haul out.

Still, not everything changes. Spring is still the editor's favourite time for "The Pitch", the reminder that we are a volunteer-driven publication, and that we need you, the members, to fill our pages. Blessings on the editors of Squadron newsletters who let us raid their pages, collecting stories and photos that are of interest to all of CPS-ECP. Blessings on the long distance cruisers who let us raid their blogs. And blessings on everyone who takes time to let us know about an important, sharable, happening in their particular area of our country.

Also, thank you to Don Butt, CPS-ECP's photographer who, in this issue, begins the first of a series of illustrated articles filled with practical tips for taking more satisfying photos.

Now, all we need is more book reviewers. We aren't after current best sellers. If you've read a good book on any practical topic dear to CPS-ECP, including boat building, environment, safety, cruising, maintenance, or if you're just stumbled across a rousing boating-themed mystery novel, we suspect that your fellow members would be more than interested. After all, reading about boating is something we, who live in frozen-water parts of Canada, can do while the snow piles up around us or the outside thermometer begs for mercy, while we wait for spring.



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

For this issue, each member of the Executive Committee has made a contribution.... with respect to updates in their department, or a personal experience of benefit to all members.

In January, I had a couple of unique opportunities. The first was to attend the Toronto International Boat Show and see firsthand the reception of the public to the Boating Skills Virtual Trainer. Watching the expressions on young participants as they took the helm and those of the many watching on was very rewarding. You will read elsewhere in this issue that the Trainer won one of the Canadian Safe Boating Council's Safe Boating Awards as an initiative to Boating Safety in Canada.

I also attended the United States Power Squadrons Annual Meeting and I have a couple of notes of interest for you. First, the Brunswick Corporation reports that new boat sales are on the rise and this has been reinforced by current stats from boat shows in Canada. Second, and most important, the United States Coast Guard has reported all time record low casualty statistics. You can be proud that you have helped contribute to this record low through our work in the classroom, through the Recreational Vessel Courtesy Check program and all other safety events you have coordinated....thank you; that is our Mission.

Robert Pepin, AP, National Executive Officer

Again last year, we had a great annual conference under the excellent guidance of National Conference Chair Tracie Berekoff, P. Thank you to Jean-Robert Lavergne, AP, and his team; they made the Québec conference a memorable event. The choice of meals was surprising and excellent, participants appreciated social activities such as excursions. If you were there, you probably have noticed the change in direction with an enlarged focus for Squadron and District affairs as a full day was dedicated to them. Do not miss the conference in Niagara Falls in October 2015.

Don Griffin, AP, National Educational Officer

As reported in the last issue of this magazine, the Educational Department continues to work towards the development of eBooks for all of our courses. Printed books will be available as well should students prefer them. The French

version of *Seamanship (Matelotage)* was available in January of 2015 and was taught by five Squadrons. The new version of *Boating Essentials*, which consists of two parts (Beyond the PCOC and Introduction to Navigation) augmented by additional material from the *Boating Course* commenced a Beta test in February 2015. The final version is expected to be ready for classes in September 2015. The Educational Department is continuing with communication webinars in 2015 to ensure that the members of the department have the latest information available to them. District Commanders are also invited to attend the webinars. We currently plan on having four to five webinars per year in addition to the Spring Educational Meetings.

Jim Brown, S, National Administrative Officer

By the time you read this article, winter will almost be behind us, and the excitement of uncovering the boat once again will be front and center.

As we prepare for another season on the water, let's not forget to renew our membership in CPS-ECP, and while you are doing that, maybe even replace that worn out flag with a bright new flag.

Flying the CPS-ECP Flag on your boat is not only a statement of your membership in Canada's premier boating organization, but it also lets other boaters know that you've taken steps to be a well-informed boater, while your membership helps support the volunteer efforts in boating safety.

Be a proud member, fly the flag and boat safely in 2015.

Cathie Johnstone, National Secretary

It's that time again when we start thinking about the National Volunteer Awards. This is your opportunity to give someone the recognition they deserve by nominating them for a National Award. Check it out on the CPS-ECP website under Member's Web - Member's moorings - Volunteer Awards. We have made some changes to the application process, making it easier for anyone to nominate one of our dedicated volunteers. In 2014, the Awards Committee introduced a new process; the award winners are notified prior to

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Walter Kowalchuk

the conference, giving them the opportunity to attend the National AGM and accept the award in person.

CPS-ECP has been very fortunate to secure the Cowan Insurance Group as a sponsor for the prestigious National Volunteer of the Year Award. This includes transportation and accommodation for the recipient to attend the National AGM.

I am really hoping that you will take the time to nominate one of your volunteers for an award.

Doug Stewart, AP, National Financial Officer

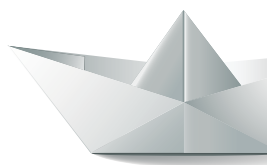
March 31 is the fiscal year-end date for all CPS-ECP Squadrons and Districts, and is fast-approaching. Squadron and District Officers have resources available to assist them in their year-end duties. The CPS-ECP Web-based Information System (fondly known as WBAS) contains all the proper forms and instructions for completion of the Squadron's or District's annual Financial Statements. Also available is everything required by the Squadron or District Financial Review Committee.

If Officers need assistance, or have questions

and concerns, please contact the National Financial Officer, Doug Stewart at nfo@cps-ecp.org.

Richard Bee, AP, Past Chief Commander
Update from the IT Committees - the project to replace our Web Based Administration System (WBAS) with Association Server Version 3 is well underway. The vendor is currently converting our old WBAS processes to the new Association Server software and building a test environment. We expect the test environment to be available for preliminary testing and shakedown by the beginning of March. Once the shakedown testing is complete we will be starting the official testing of Association Server. Yves Dauphinais, P, Chair of The National Information and Technology Committee, Support and Communication will be looking for volunteers to assist with testing. The new Association Server will provide some new functionality such as support for all browsers and will provide a great foundation for future improvements.

Charles Beal, CPS-ECP National Law Officer, see page 63



MAIL CALL

theporthole@cps-ecp.ca

Letter To The Editor:

While reading the Summer and Winter issues of *Port Hole* I noticed a slight information omission and an error.

There is an information omission in the Summer 2014 issue of *Port Hole* that directly relates to the same omission in *Boating Basics* from which the article was taken. In *Port Hole* the article is titled "Coldest Winter in Years" and in the right hand column, 3rd line it states: "If available, place the person in a bath of hot water at a temperature of 105 to 110 degrees." That is correct if you are dealing with degrees Fahrenheit but earlier in the article all the temps are in degrees Celsius. This is taken directly word for word from *Boating Basics* page 38, right hand column. So, a correction needs to be made in *Boating Basics* as well as to go to the readers of *Port Hole*.

In another issue, from the Winter publication of *Port Hole*, Inga Chisholm talks about an experience with the police that members of her family had on the Ottawa River. It says that not having a PFD or life-jacket is the same as not wearing a seat belt and means that the person could lose three demerit points from their driver's license. I double checked with the OPP and Sûreté du Québec and this is incorrect. The regulations are not connected and a person cannot lose demerit points from their driver's license because they did not carry appropriate PFDs or lifejackets on board. They can be fined in Ontario \$250 plus additional regional costs but not lose demerit points in any province.

John Gullick, AP, Manager, Government and Special Programs

MAIL CALL

A new option for our members?

Joan Eyolfson Cadham admits to thinking “long and hard about our potential students” and Joseph Gatfield reported that at the most recent CPS-ECP National Conference “there were many questions about where we were going”. Janice Stein, a director of the Munk School of Global Affairs, recently said of all organizations: “If we don’t reorient our institutions to make them hospitable to members of this generation, they will just walk around them and do other things.” Her direct challenge: “We will fail if we do not recover from our terminal illness of smugness and self-satisfaction”.

We do need to look at ourselves, and be brutally honest.

Boating has been an important part of my life for 65 years. Like most CPS-ECP members, I care profoundly about the future of our organization. Of course we must be more efficient, take advantage of new methods of communication, improve our governance, maintain our core competency of providing training, all the while cherishing our traditions. But will that be enough?

I say no. We need to find a complimentary focus.

First, let’s admit that we suffer from the same problem affecting virtually all volunteer-run organizations. We cannot find all the people we need to serve on our many committees. There still are a few who enjoy committee work but what about the rest of our members who do not teach, take courses, or serve on our executive committees? What could ordinary members do to make them feel needed while making a visible and important contribution towards improved boating safety?

I believe there is such an activity that could make a huge difference in retaining and energising existing members, attracting new ones, and increasing public awareness of the important role of CPS-ECP in improving boating safety. As

we well know, having governments compel people to get a PCOC card does not do the job. You can acquire one at any local mall. The safety problem is not boaters’ lack of a minimum of technical knowledge. It is a problem of attitude. Safe boating begins with the skipper. It is not enough to know the Rules of the Road and the traditions of good boating – they must be followed. Unfortunately many skippers seem to behave as though they were driving a car – too often, the faster the better. And a wake, what’s that?

Good teachers believe in using both the carrot and the stick to change attitudes. I believe that many CPS-ECP members would gladly donate their time and boat to act as an identified volunteer presence on the water, assisting boaters and encouraging them to play by the rules. Of course, what I’m suggesting is a Canadian version of a Coast Guard Auxiliary with the duty to back up the tiny group of special police already overwhelmed by their task.

I know that to create this will require a lot of work internally and with governments. It will take a few years. There will be many problems and I’m well aware that this basic idea has been raised more than once. But, I also believe that without an additional focus that will give CPS-ECP a much enhanced national presence and a real and important activity for many of its members, all our internal changes in governance and communications will not save us from slow decline in members and influence.

Would you volunteer a half day or day a month to be “on watch” to patrol in your boating area? Is monitoring the boating activities around where you live something you would enjoy?

Let your squadron executive know.

Dennis Dwyer, CPS-ECP member, Perth, ON



Dennis Dwyer has travelled the Rideau Canal in his diesel-powered Rosborough Sea Skiff, *Surprise*, providing boaters with pamphlets showing the effect of excessive wake on loon habitat.



Bradley Schmidt
Markham Agincourt Power and Sail Squadron

With the unofficial start to summer, the “May 2-4” weekend, just around the corner there’s no doubt the highways and boat launches will be well travelled. Even with the police setting up their annual safety blitzes it’s all too common to see a family’s plans derailed: traffic veering around their overloaded minivan with their boat trailer sitting precariously behind - missing a wheel, or worse. With a little preventive maintenance now you can ensure you get to your destination trouble free.

Before your first trip of the year go through this checklist to make sure your trailer is up to the job.

1. **Tires** – trailer tires are usually inflated to the maximum pressure listed on the sidewall. Make sure they are pumped up. They are also prone to cracking so take a careful look at the sidewalls for cracks and check for adequate treads and uneven wear. Don’t forget your spare – it won’t do much good if it is flat as well! If you need a replacement you can often buy trailer tires already mounted to rims for a good price and it saves you taking yours to a tire shop for replacement.
2. **Bearings** – Trailer bearing failure is the number one reason for crippled trailers on the side of the road. Many boat trailers are fitted with a grease nipple under the dust cap, meaning they can be routinely greased with a few pumps of a grease gun. If not, make sure to have the bearings properly greased before heading out.
3. **Lights** – Plug the lights into your vehicle and make sure they all work. If not, check for good contact at the plug, good grounds to the frame of the trailer, and replace bulbs as needed.
4. **Chains** – Your safety chains must be securely attached and can’t drag on the ground. Worn chains won’t pass safety inspection and won’t do what they are designed to do, so replace them. They should always be crossed under the tongue when you connect them.

5. **Coupler** – Always use the correct size ball on your vehicle for the size of coupler on the trailer. Most boat trailers will be 1-7/8" or 2", though some larger rigs may use a 2-5/16" ball. The coupler must securely lock onto the ball, and must be mechanically locked with a padlock or pin to be legal.

6. **Winch** – The cable or strap on the winch must not be worn or frayed. The winch should turn freely and its moving parts can benefit from a bit of lubrication.

7. **Straps** – A perfectly maintained trailer is one thing, but if your straps are worn, frayed, or dry-rotted then your rig is not legal and not safe. The boat needs to be securely tied down. If in doubt, replace them!

A bit of time and money spent once a year on maintenance will help keep you on the travelled portion of the roads this summer. Don’t forget – boat trailers are designed to hold the weight of your boat, not your boat and all your weekend supplies. Using your boat as a utility trailer is tempting but no amount of maintenance can prevent a catastrophe caused by an overloaded trailer.



Make sure you have the bearings properly greased before heading out.



Dress for the weather: Wear loose-fitting, light-coloured clothing and a wide-brimmed hat made of breathable fabric. When you buy sunglasses, make sure they provide protection against both UVA and UVB rays. www.healthycanadians.gc.ca

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

I often get questions about heat stroke and sea sickness and there is a very good section in our *Boating Basics* course, Section Four, under Safety Awareness. This is the information about heat stroke, heat exhaustion and seasickness symptoms:

Any combination of motion, sunlight, wind, noise, waves and alcohol may cause seasickness. Loss of balance and coordination, judgment, response time, and even eyesight and hearing can be impaired.

Few passengers think about this, and rely on the operator to do everything. But what happens if the operator is taken seriously ill? If those on board have been properly instructed, they should be able to take control of the boat.

Heat exhaustion

Heat exhaustion is where a person experiences fatigue (extreme tiredness) as a result of a decrease in blood pressure and blood volume. It's caused by a loss of body fluids and salts after being exposed to heat for a prolonged period of time.

Heatstroke

Heatstroke is a more serious condition than heat exhaustion. It occurs when the body's temperature becomes dangerously high due to excessive heat exposure. The body is no longer able to cool itself and starts to overheat.

Seasickness

Seasickness is a form of motion sickness characterized by a feeling of nausea and, in extreme cases, vertigo, experienced after spending time on a craft on water.

This condition is caused by the rocking motion of the craft. The real cause is in the brain, which receives conflicting signals: while the eyes show a world that is still, our body, and in particular the equilibrium sensors located in our ears, send signals of a moving environment. This discordance causes the mind to send to the whole body a general alarm signal in

order to stop all activities, in particular the most complex of all: the digestion process.

Recognizing symptoms

Heat exhaustion symptoms:

- very hot skin that feels 'flushed'
- heavy sweating
- dizziness
- extreme tiredness (fatigue)
- nausea (feeling sick)
- vomiting
- a rapid heartbeat (tachycardia)
- confusion
- urinating less often and much darker urine than usual

Heatstroke symptoms:

- high temperature: – a temperature of 40°C (104°F) or above
- heavy sweating that suddenly stops – a rapid heartbeat
- rapid breathing (hyperventilation)
- muscle cramps

Seasickness symptoms (in order of appearance):

- Unhealthy pale appearance
- Yawning, apathy
- Cold (shivering) or hot sensation
- Cold sweat forming on the upper lip or forehead
- Excessive flow of saliva
- Headache, vertigo
- Ringing in the ears
- Upset stomach, fatigue or drowsiness
- Nausea and vomiting
- Unconsciousness

Continued on page: 58

Treating

Treating heat exhaustion:

- Get them moved quickly to rest in a cool place
- Get them to drink fluids, preferably water
- Avoid alcohol or caffeine
- Use cool water (not cold) on their skin
- Loosen clothing and ensure the person gets plenty of ventilation
- They should start to feel better within half an hour

Treating heatstroke:

Always call an ambulance in cases of suspected heatstroke. While you are waiting for the ambulance to arrive, you should:

- move the person to a cool area as quickly as possible
- increase ventilation by opening windows or using a fan
- give them water to drink (if they are conscious), but do not give them medication, such as aspirin or acetaminophen
- shower their skin with cool, but not cold, water (15-18°C); alternatively, cover their body with cool, damp towels or sheets or immerse them in cool water (not cold)
- wait for medical supervision to arrive before fully immersing the person in water because the body's response could cause them harm
- gently massage their skin to encourage circulation
- if they have a seizure (fit), move nearby objects out of the way to prevent injury (do not use force or put anything in their mouth)

- if they are unconscious and vomiting, move them into the recovery position by turning them on their side and ensuring their airways are clear

Treating seasickness:

Over-the-counter medications such as Cinnarizine/Stugeron and prescription medications such as dimenhydrinate, scopolamine and promethazine (as transdermal patches and tablets) are readily available. Promethazine is especially known to cause drowsiness, which is often counteracted by ephedrine in a combination known as "the Coast Guard cocktail."

There are non-drug ways of controlling seasickness:

- Give the sick person the helm with instructions to watch the horizon
- Chew ginger root
- Find and press lightly the pressure point on the inside of your wrist about where you look for a pulse

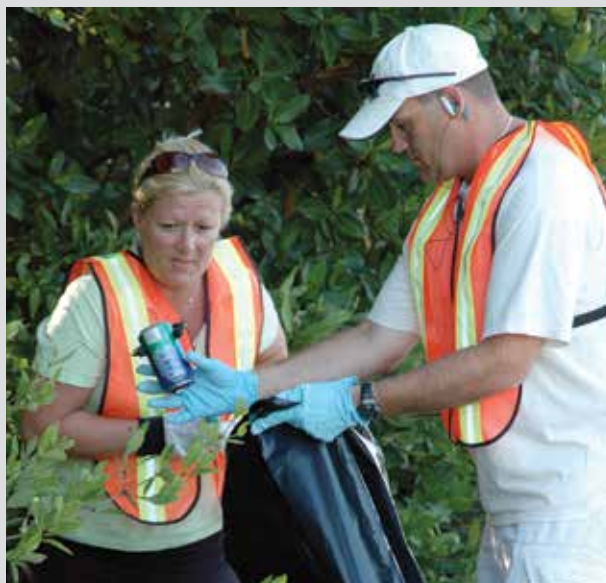
This section in *Boating Basics* covers all sorts of safety issues that relate to both the vessel and its passengers and crew. While *Boating Basics* is used primarily for PCOC education it covers a great deal more and should be a regular read and re-read for the whole family. It is an excellent boating safety and operation reference that is available in hard copy for less than \$20. Go to www.boatingcourses.ca

THE GREAT CANADIAN SHORELINE CLEANUP

Nick Baets, Chair, National Environmental Committee

I have written articles about safer products, better boating practices and energy saving tips to make boating more environmentally friendly. But this time I'd like to highlight another aspect of boating by drawing your attention to the shores of the waters we boat in. Many of us enjoy the beautiful lakes and rivers Canada has to offer but alas, just like drivers on the road, we collectively create litter that at some point washes up ashore. While the culprits come from a variety of sources, boaters can take responsibility for at least some of the offending flotsam. Since 1994, a great country-wide initiative has been diligently making big inroads into the cleanup of our shorelines. Unfortunately this is a never-ending task but if each year we clean up we can at least minimize the task. I am referring to an initiative called "**Great Canadian Shoreline Cleanup**". They have an excellent web-site: www.shorelinecleanup.ca. It features details like the History, Sponsors, Facts & Figures, Awards and Media. To get involved simply click the "Find a Cleanup" button. You can choose a time of year, spring or fall, then enter your boating location and it presents you with a map that has all the earmarked sites identified. You are either given a date and time for a specific site or you can sign up as site coordinator or participant. If you cannot find a cleanup site near you, you can submit a new site for consideration. All I can say is get involved, make a difference and join up with thousands of participants in a fight against shoreline

litter. Thanks to the many dedicated volunteers who take part every year, the Great Canadian Shoreline Cleanup has become one of the largest direct action conservation events in the country.



A life lived: Past Chief Commander John Daniel Richards, August 24, 1922- January 19, 2015

W. F. Taylor, AP P/V/C

Many of today's CPS-ECP members know P/C/C John Richards only by seeing his name in the list of Past Chiefs.

Who was John? He joined CPS-ECP in 1963 and almost immediately took an active role in Squadron life. John undertook the role of Squadron Commander (Ottawa), 1967-69, and District Commander (Rideau) in 1977. He moved to the National scene as Government Liaison Officer, 1976-1982. He became a member of the board 1979-1981, Admin Officer 1981-82, Executive Officer 83-85 and Chief 1985-87. At the same time he took courses which led to a full certificate prior to becoming Chief Commander.

His further involvement included: Director and Secretary-Treasurer of the CPS-ECP Foundation, representative to the USPS, US Coast Guard, USCG Aux, US National Oceanographic Atmospheric Administration, US United Safe Boating Institute, US National Safe Boating Council, and a founding director of the Canadian Safe Boating Council. John also served as a committee member of the National Standards Development committees for Small Craft Construction, and Life Jacket and PFDs. He participated in the development of the Canada Shipping Act 2000.

John's accomplishments on the National Bridge were numerous. He was both author of, or deeply involved in, a number of papers including the Planning Committee papers dated 1985 through 1987. One of his most cherished accomplishments was his dealings with Parks Canada, Rideau Canal. John established a relationship with the canal that moved the canal thinking solely of water control to servicing its prime users, the pleasure boating community. He was directly involved in having the Rideau Canal designated a UNESCO World Heritage Site in 2007.

John's other life was that of a Professional Engineer. He held senior positions in the structural and pulp-paper industries. He was a Life Member of the Engineering Institute of Canada and continued to pay his dues right up to his death.

John continued to participate fully with his Squadron and District, mentoring the Squadron and District Bridges and teaching when called upon.

Those who knew and worked with John have a boat load of stories. John was a gregarious person, a gentle man with a wonderful wit and sense of fun. John loved the phone, not the impersonal fax, or today's email. He would start the conversation by asking about your well-being, your children's accomplishments, or perhaps your pet. He would tell a joke then put the question to you. This ability enabled John to get past the most tenacious secretaries to the superiors in the companies with which he was dealing. John was a real honest no holds barred flirt, a personality



trait honed at an early age. John's philosophy was simple: kind words and thoughts far outweighed harsh words or a strongly voiced message.

John's love of boating began early. His summer life was dictated by his relationship with water. His pride and joy was the *Lynda IV*, an antique, 1939, 34 foot Chris-Craft Sedan Cruiser, made of "wood". John and his family travelled widely on her and John kept this beautiful vessel in perfect shape. The pleasure *Lynda* brought to the Richards family was infectious.

I met John in 1973. He was the Boating Class instructor, greeting each student, slicked down black hair, dressed in a blazer, looking very smart indeed. Assisted by Bob Wandless P/Cdr, and a group of dedicated Proctors led by Evelyn Clue, he instructed the class using humour, stories and fact. He answered all questions and not only led this motley crew of novice boaters to become prudent boaters, but he instilled into us that CPS-ECP was more than a class, it was a fraternity of families who had a common passion for boating. We had classes in those days with over 100 students.

John and I spent a lot of time together travelling to meetings. Our discussions covered the full gambit of life. Never did John ever say anything demeaning about any person. He could be critical however but that criticism was always coupled with a compliment.

John did not wear his lifejacket on his sleeve. Nor have I ever heard John say, "I did it". He always spoke of "We did it". Everything he did was done quietly and with purpose.

John had a wonderful "shared Captain" Wilma. She was at John's side throughout her life. Wilma's support enabled John to undertake the tasks presented by life. She was a full member of the Squadron and earned 29 or more merit marks.

John was a mentor to many and his leadership skills have benefited all organizations to which he belonged. He did not sit on the sidelines or on the fence. He took his responsibilities seriously and for that we have all benefited.

TAKING GROUP PHOTOS... THE FIRST IN A SERIES OF PHOTO TIPS

General suggestions

- Location, location, location
- Background to reflect ambience
- More formal group shots, bland backdrop.
- Space around to add "bigness"
- Look for natural outdoor structures, rock, stumps, mounds, boat, natural "amphitheater". Use them.

Arrange

Don't be afraid to take charge – you are in charge and the president/ chair/ CEO/Commander or whoever the big boss of the group is, along with everyone else, takes orders from you.

But delegate. Ask the leader to amass the forces ahead of time, like the party whip.

Yeah, goes without saying: small in front, tall in back

Try chairs in front with sitters, even a few squatting or lying down in front of them, and standers on chairs in the back row. Boat groups are a challenge, but try sitting, standing on the dock with sitters on the boat deck behind and standers behind them

Look for a focal point with people in a clowning pose in front with others amused or outright laughing at them.

Single row – photograph from low point, multi rows, be high, use a ladder, table, or chair.

- Get their attention
- Have a few quick one-liners handy
- Improvise
- Don't fear being a clown

Technical Stuff

Back light, natural, to highlight hair, and a strong speedlight (flash) for the faces. Watch for strong shadows on faces and get rid of them, somehow.

For larger groups, no flash if you can get away with it. That way you get even light in all rows. Light drops away with the square of the distance (or something like that). Be mindful of colour temperature. But you can correct that to some extent in your editing. Elevate ISO as much as you dare, but only that much – noise and low contrast don't add to the natural beauty of your subjects.

Shoot at high f stop for depth of field if you can, especially if you are close, but...

Don't be too close; best to be back somewhat and use some telephoto if possible to avoid distortion. People look weird if you are too close, and you will not be endeared to your subjects.

Try to keep people the same distance from the camera. Large differences in distance will result in some out of focus faces. A high f stop will minimize this.

Take trial shots beforehand to make sure all is well with your settings. I once forgot that I had taken firework shots with delayed exposure, and didn't reset the camera afterward. This does not impress your subjects. The art is to conceal the art.

Pre-planning

Got those extra batteries?

Start composing the picture before the camera comes out of the bag.

Speak to whoever seems to have authority in the group; this will be your lieutenant. Tell him or her your plans and give them a task. After all, why add stress organizing the gang when he or she can do it for you?

Get an agreement from someone to ensure the names are recorded properly; you don't have time to do all this.

Be respectful of privacy issues. Implicit permission should be obtained to avoid embarrassment or worse later.

Doing the job

Take lots of pictures. Take more pictures – there is always someone who blinks at the crucial moment. Or scowls, sniffs, swallows, etc.

Do the one-two-three thing, over and over. Take more pictures. Don't take forever; keep the action going. Respect people's time.

Try to edit the pictures as soon as possible. I carry a MacBook Air with all the editing software, and download from the camera at the first opportunity. I sneak away at propitious times and surprise everyone later that evening with the pictures already uploaded to my website.

Oh, and one more thing: Backup the photos!

Don Butt, AP

Gabriola Island Power and Sail Squadron



Such enthusiasm! This needed a bit of cheer leading, but they got the spirit, and who could resist attending next year's Conference and AGM! There is background distraction but sometimes that just adds to the ambience and reality of the situation.

For more examples visit:
<http://dbutt.smugmug.com/Group-Photography/n-MRqBQ/>

Emergency Equipment Education and Pyrotechnic Disposal Program

Michael Smith P, CPS-ECP Director

In co-operation with Transport Canada and in partnership with CIL/Orion, Canadian Power and Sail Squadrons was successful in developing an Emergency Equipment Education and Pyrotechnic Disposal program.

Canadian Power and Sail Squadrons looked at this as another educational opportunity for boaters to keep current on Emergency Equipment and on the handling and use of current and expired pyrotechnics. Recreational boaters had the chance to safely dispose of expired flares at pre-determined locations.

In co-operation with CIL/Orion, ten locations were selected across Canada to pilot this program. Canadian Power and Sail Squadrons provided volunteers at each of the ten locations. The boating public had an opportunity to receive current information on boating safety equipment requirements. Each location had 3-4 volunteers and an educational kit to provide safety brochures and distress signalling DVD's and manuals.

The events started in May 2014 and continued until the end of August. No two events were held the same day. After each event we assessed the results and made any changes to improve on



Rigging Shoppe owner, Carolyn Burgess with CPS-ECP volunteer John Ashworth

the next location. During each event an activity report was filled in by the volunteers, CIL/Orion Dealers and any public feedback. The public loved it and were thankful that safety and environmental issues were finally being addressed.

Over 9,300 flares were collected with some dating back to 1963. This gave CPS-ECP an opportunity to promote our safety courses, partner with marine dealers and further promote safety

handling and disposal of pyrotechnics.

Due to its success, the Canadian Power and Sail Squadrons volunteers are hoping to continue this project in 2015. Many dealers and Squadrons that could not participate in the pilot program hope to be part of future programs if approved.

This truly was a success with the co-operation with Transport Canada and the partnering with CIL/Orion.



CASBA Awards

On January 11th the Canadian Safe Boating Council hosted the annual CASBA gala to recognize the efforts of volunteers, professionals, companies, agencies and organizations that have distinguished themselves in the fields of boating safety and environmental stewardship in 2014. Five individuals and four organizations were selected, covering boating safety stories from British Columbia to Quebec. The CASBA awards winners who displayed their dedication and heroism in 2014 are as follows:

Marine Industry Award: Boating Skills Virtual Trainer: USPS and CPS-ECP

The USPS in conjunction with US Coast Guard created a boating simulator to teach boaters docking, working lines, open water operation and more, and to provide the opportunity to practice those skills before getting out on the water. CPS-ECP took the base virtual trainer, modified it for Canadian use to be multilingual (French and Chinese) and is putting it into training across Canada.

Ontario Power Generation Best Boating Safety Initiative: CPS-ECP Emergency Equipment Education and Pyrotechnic Disposal Program

What to do with expired pyrotechnics (flares)? CPS-ECP developed a disposal program and leveraged that activity into safe handling courses. Rolled out during the summer of 2014 across Canada, the program collected almost 10 thousand flares, some dating back to 1963. Numerous boaters were trained. The program is expected to continue.

Special Recognition Award for Media Outreach: Brent and Sarah Morrison, CPS-ECP Burnaby Squadron

Brent and Sarah were recognized for leveraging a local television program in July 2014 to do a spot on boating safety. They solicited the interest of CityTV to create the feature for Breakfast Television, developed the content, recruited spokespeople from their squadron, and secured the vessels needed for on camera presence. More than eight minutes of compelling boating safety information was delivered to thousands of Canadians.

Stearns Rescue of the Year: Gavin England

For the story on Gavin England, a 13-year-old CPS-ECP Member, see page 69.

Media Contribution to Boating Safety

CityTV has consistently assisted the CSBC and many other agencies to deliver boating safety messaging to their audience, Canadians across Canada, in scheduled programming (e.g. Breakfast TV) and in their news programming.



From Left to Right. Mike Smith, Bob Brandenstein, John Hinkman, Gavin England and Joseph Gatfield.

Safe Guarding the Environment: Eco Alkaline Batteries

Eco Alkalines™ is the world's first battery range to achieve Carbonfree® product certification, demonstrating a wide commitment to environmental responsibility. The Eco Alkalines™ are affordable without sacrificing quality or the needs of the boating consumer.

Marine Professional of the Year: Thomas (Ernie) Parolin

Ernie is the manager of the Canadian Forces Floatation and Life Support Equipment Program. He has brought the experience, safety concerns and support of the Department of National Defence to the Canadian boating community at large.

Special Recognition Award (posthumously): Raymond John (Jack) Kruger:

Jack Kruger spent his life committed to the safety and well-being of those who live in and visit Canada's far north, specifically throughout Northern Alberta, Northwest Territories and Nunavut. During his tenure, Jack increased Coast Guard Auxiliary presence, managed more than 700 SAR incidents, and trained Auxiliary and RCMP officers in SAR and boat operation.

Volunteer of the Year: Dan Wright Coxswain RCMSAR

A member of RCMSAR for eight years, Dan qualified to operate RCMSAR rescue vessels, has participated in numerous training sessions, countless scheduled patrols and is on call throughout the year in the event that someone needs help on the water. RCMSAR is a west coast all-volunteer organization. 1000-plus members participate in more than 800 calls annually.

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



Charles Beal, CPS-ECP National Law Officer

The life jackets on our 45-foot Tartan sailboat, *Chequers II*, inflate automatically when the wearer hits the water. I always wondered how well they would work and how long they would take to open. The cartridge replacement cost is about \$90 (with taxes). So my plan was to wait until this coming summer when two of the life jacket cartridges would pass their “best before” date, and then try one out. My learning experience came sooner than I expected.

We were at our slip at Bayport Yacht Centre in Midland on Georgian Bay. The lines were more or less tied and the shore power was connected. The wind picked up and I decided to adjust the forward spring line. I focussed on the adjustment I wanted to make with the line, and the wind, but not the dock. When I tightened the line, it popped out of the chock and I went backwards. To try to stop, I planted one foot firmly on the dock. But I was standing on the power cord. It rolled smoothly underfoot and I shot backwards into the water.

I still had my life jacket on. I was surprised to be going into the water at all. And then this yellow thing was exploding all around me. When I got my bearings, I realized I was in the water with a yellow tube wrapped around my neck, up by my ears. My body was hanging down and I didn’t have a lot of mobility – but I was floating and my head was out of the water.

I learned things about my life jacket. It inflates really fast. By the time it was fully inflated, my hair still wasn’t wet (yet). Wearing it (out of the water) loosely is a bad idea. The jacket

and straps are really hard to adjust in the water. If you and the jacket are not close to each other, it’s really hard to move around as you are hanging down in the water with this yellow collar floating out in front of you. I also learned that changing a cartridge is straightforward. The instructions are clear. To check that the cartridge is properly installed, manually inflate the jacket slightly. Leave it overnight and if the air is still there in the morning, everything is as it should be.

In bad weather we expect trouble and we wear life jackets in the event we have to move around the deck. On good days, some unexpected event could send us to the bow, where the sudden crisis could make us forget to pay attention to important details, like the wake of a passing boat. And, at our age, we don’t have the agility, mobility, or whatever it is that lets the 20-, 30- and 40- some things scamper up and down the boat with ease.

When Karon and I are underway, we always wear our life jackets. The inflatable jackets are comfortable. We don’t notice them, even on hot days. If somebody goes in the water, we have to turn the boat around, locate the man overboard (MOB), secure them, and then bring them back on board. Knowing the MOB has a life jacket on can remove an element of stress.

In 60 years of boating, I have never fallen off a boat. If I do, I want as many of the odds in my favour as I can get.

So our choice is to wear life jackets on our sailboat when we’re underway.



Return to Desolation Sound

Bill Fletcher, Saskatchewan Power and Sail Squadron

The summer of 2013 marked 39 years since I had sailed from West Vancouver to Desolation Sound in my home-built 20 footer, *Chiquita*, and it was high time for a return. My brother-in-law, Tony (TR) from San Rafael, California, and my brother Tony (TF), who joined the crew from North Vancouver, were in. I drove out from Saskatoon.

We had booked *Squirt II*, a 25-foot power boat from Desolation Sound Yacht Charters in Comox, our ticket to return to the peaceful and warm waters of the Sound. She had plenty of power and adequate room for the three of us to overnight on her.

We spent the first night in Stuart Bay, Vananda, on Texada Island and next day headed for Desolation Sound. In a couple of hours we were in Squirrel Cove, cruising around and searching for a spot to tie up. We were overwhelmed, though not really surprised, at the number of boats – well,

it WAS the August long weekend. The weather was gorgeous; the scenery was breathtaking. But we were becoming concerned that we might not be able to overnight here.

I had a phone number for the store at Refuge Cove. This was our last resort. I called, and got the word. “Come on over. We’ll find a place for you.” We arrived tired and hot, tied up, jumped out, and gave each other high fives. We had found our “Refuge” for the night. More experienced boaters than I will wonder why I didn’t book ahead. All I can say is, “Next time, for sure”. That night, after happy hour on deck, we enjoyed a home-cooked meal on board, courtesy of TR.

After a leisurely morning with fresh, hot coffee and a substantial breakfast prepared by “Chef TR” we decided to explore the coves of Prideaux Haven. We headed for Melanie Cove and dropped anchor.

The cove was thick with jellyfish. TF proposed a bottle of

Photo: Don Butti, AP



Left: Chef TR at work. Right: Me, with our neighbour's 60 foot yacht behind me.

vodka if TR would swim with them. We all agreed it would be wise to inquire about the potential danger so TR called his son in California who checked the Internet and reported that some of them can sting and may be deadly. Since there was a degree of uncertainty in this report and since the little jellies looked friendly enough, TR went in. Turns out they were friendly. TR emerged unscathed and pleased with his reward. Later we asked a local if we needed to be concerned about the jellyfish. "Not these ones," he said.

We left Prideaux Haven and proceeded southwest on the inside of Morgan Island, pausing along the way so TF could enjoy a dip in the jellyfish-free, crystal clear 250 foot deep channel. We needed to get him back to Powell River so he could catch a plane home – he had to be back at work.

Before departure we were briefed by the folks at DSYC on the hazards of this particular channel. But we had our charts and GPS and felt confident we could take this short cut. We knew that Sky Pilot Rock would be on our starboard beam at some point and we kept to the centre of the channel, keeping a lookout for this little menace and hoping to see it on the GPS. This rock dries and is visible at less than high water but is quite invisible at high tide. The tide was not high but we could not get a visual on it and the GPS chose to suddenly quit on us.

We were anxiously fussing with the GPS, trying to get a fix on our location when a small granite peak suddenly appeared about 50 metres off our starboard side. I noticed it first. My heart started to race. We missed it. But what a

narrow escape from disaster.

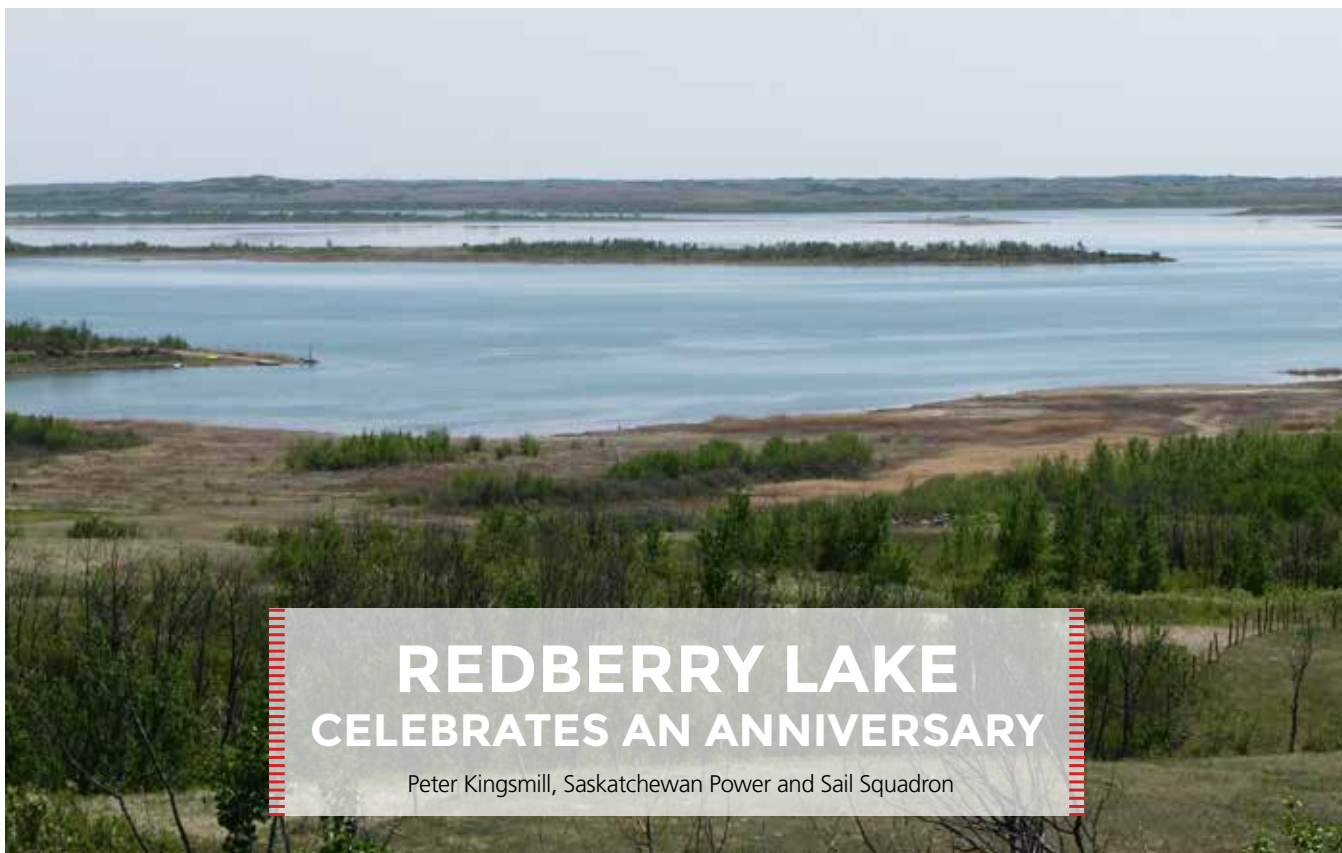
At the end of our charter we returned to Comox and fuelled up. The DSYC agent met us at the gas dock and we headed back to the slip at the marina. He apologized for being a bit late – said all the staff were quite stressed and he had to head out on a salvage mission. One of their rental yachts, a 60-foot power boat, had run onto a rock. It put a huge hole in the bottom and ripped out both engines. There were no casualties but the boat was a total loss. We were hesitant to ask if Sky Pilot Rock was involved but, given our recent experience, we were pretty certain it was. The thought of how fortunate we were popped into my

head over and over again for days after.

Cruising with "the bros" to one of the most beautiful spots on earth; realizing my dream to return to Desolation Sound – incredible. We also really enjoyed meeting and chatting with a number of U.S. visitors who travelled huge distances to cruise

these waters. One skipper trailered his 28-foot boat from Georgia to Puget Sound where he began his trip up the coast. He told me of another who towed an even larger boat all the way from Texas to be part of a reunion up here. An 85-year-old American skipper of the 60-foot yacht tied up across from us said he comes up every year. "Did you know," he said, "the water here is the warmest on all of the west coast north of San Diego?" I did not know, but I was not surprised.

Cruising with "the bros" to one of the most beautiful spots on earth; realizing my dream to return to Desolation Sound – incredible.



REDBERRY LAKE CELEBRATES AN ANNIVERSARY

Peter Kingsmill, Saskatchewan Power and Sail Squadron

Photo: John Kindrachuk | www.redberrylake.ca

Redberry Lake, northwest of Saskatoon, may not be connected directly to waterways that lead to the ocean, but it has found other ways to share its beauty with the world. A hundred years ago, in 1915, the waters of the lake were set aside by the Canadian Government as a Migratory Bird Sanctuary, and fifteen years ago, in 2000, Redberry Lake and its entire watershed was designated by UNESCO as a Biosphere Reserve, the only one in Saskatchewan and one of 16 in Canada.

Saskatchewan is often referred to as “pothole Country”, and the province’s connection to tidal waters is tenuous at best. Tenuous, perhaps, but nonetheless, the rolling prairie of central Saskatchewan is transected by the Saskatchewan River system, which drains from the Rockies east through Alberta, Saskatchewan and Manitoba and into Hudson’s Bay through the Churchill River - all in all a tortuous journey full of rocks, endless sandbars and - thanks to three hydroelectric dams - three lovely long lakes. And, what often does come as a surprise is that the Saskatchewan Rivers make up the second largest river system in North America, in terms of drainage area if not volume!

The rolling prairie through which the rivers pass is where you find the potholes. The last glacier, some 10,000 years ago, left behind countless chunks of ice which gouged out holes in the landscape and created small and typically shallow lakes when the glacier melted during the last serious spell of global warming.

In the land of potholes replete with saucepan-sized lakes, Redberry Lake is a laundry tub. For a lake of its kind, it

is relatively deep (about 16 metres) and fairly large. Like most pothole lakes, it is round (sort of) and covers over 9000 hectares. The water is slightly saline (about 30% as salty as the ocean) because the watershed which feeds it is small and closed (water levels over the last few centuries have seldom - if ever - been high enough for the lake to drain, so water loss is by evaporation only, leaving yet more salt behind).

Redberry is situated within 60 kilometres from Saskatoon as the pelican flies. We do have crows but the lake is better-known for the majestic American white pelicans which nest on the lake’s islands. Most attractive lakes this close to a major centre would be ringed eave-to-eave with cottages and screaming with boaters all summer, but there is a saying in Saskatchewan: “If you can’t fish in it or play hockey on it, don’t bother going there.” Despite early attempts to stock the lake with fish, and a modestly successful commercial whitefish fishery in the mid 1900s, sport fish never took hold and even the commercial fish stocking program was scrapped when fish survival waned during drought years with the resultant increased salinity.

Sailors and Redberry have a long-standing relationship

If cottages and power-boaters are at a minimum around Redberry Lake, sailors certainly know better. For almost 50 years, the Saskatoon Sailing Club has clung tenaciously to the shelving beaches on the lake’s east side, and its programs continue to turn out many highly skilled and

competitive small-boat sailors. Theirs is not your average vision of a yacht club; boats are typically launched from homemade dollies at the beach, accommodation is provided by an interesting array of ancient RV trailers wedged amongst the trees, and the rustic clubhouse is cozy if rather short of white-glove service. But sailing on the clear blue waters of that wide-open lake is the reward, and it is nothing short of spectacular.

Across the lake to the west is a regional park, situated on a bay which actually does provide a more-or-less sheltered harbour. While there is a boat launch and small dock, there are no marina services, although from time to time one can find trailerable sailing cruisers anchored in the bay or nosed up to the shore. From many years of experience, the writer knows the joy of peaceful mornings waking up in his bunk to the sounds of ducks and grebes drifting around the boat and dabbling in the reeds.

The Redberry Lake Biosphere Reserve has its roots in that bay, but even though the biosphere reserve bears the name of the lake, there is now much more to the designation than simply admiring its beauty and population of wild birds. Biosphere reserves are created to be models for sustainability throughout their lands, waters and human communities. The Redberry Lake Biosphere Reserve has worked hard since its inception to embrace that ideal, co-operating with social and environmental science research and regional district planning while developing formal relationships with the University of Saskatchewan and institutes in Japan and Germany.

Moving the mandate forward

One of the universal expectations of biosphere reserves is that they will engage with - at least at some level - ecosystem conservation activities. A year ago, the locally-governed body which oversees the biosphere reserve created a spin-off organization to move some lagging agendas forward, in particular an effort to prevent the spread of aquatic invasive species like zebra and quagga mussels into the waters of Saskatchewan. Incorporated as the Prairie Waters

Working Group, the organization has been working with the province's watershed stewardship associations to gather and share information about aquatic invasive threats and to help the provincial government find ways to address those threats.

Across the prairie provinces, it is generally considered that invasive mussels are most likely to "arrive" with the help of poorly cleaned and dried boats and equipment which have been operated in already-infested waters. A number of trailered boats with mussels onboard have already been intercepted on their way across borders to lakes on the prairies, particularly from sunshine destinations in the USA, such as Lake Mead, which are heavily infested with mussels and where Canadians love to spend their winters. Alberta was relatively quick to identify the threat and put strategies in place in an effort to block that vector; Manitoba is catching up, although Lake Winnipeg has already been identified as having a substantial infestation of zebra mussels and control methods last summer proved somewhat ineffective. The Saskatchewan government was in the middle of developing its own strategy this winter, and the federal government has put legislation in place to strengthen the hand of enforcement agencies in the provinces.

Alas, all the legislation and strategies will do little to stop the movement of invasive species without the investment of the funds necessary to enforce the legislation and enact the strategies. For now, it's pretty much up to members of the boating community to ensure they are part of the solution and not the problem: when moving your boats and equipment from lake to lake, make sure to clean, drain and dry everything, and while you are at it, tell all your boating friends and colleagues about invasive mussels, as well as the Asian carps and weeds like Eurasian milfoil and purple loosestrife.

And tell your elected officials that you think it's important. All three levels of government need to become more active, including municipalities where the threat from zebra and quagga mussels to water infrastructure (intakes, filters, irrigation works and water treatment plants) may easily be measured in millions of dollars.

TREAT OUR ENVIRONMENT KINDLY

For those of you who dare to throw your garbage overboard, consider how long it takes this garbage to disintegrate:

- Paper towels: one to four weeks
- Newspaper: six weeks
- Apple cores: two months
- Cardboard cereal or similar box: two months
- Waxed milk cartons: three months
- Tin can: fifty years
- Styrofoam cup: fifty years
- Aluminum can: two hundred years
- Regular plastic 6-ring beverage holder: four hundred years

- Disposable diaper: four hundred and fifty years
- Plastic bottle: four hundred and fifty years
- Monofilament fishing line: six hundred and fifty years
- Nylon line: six hundred and fifty years

You can see that just by doing your small part, you play a big part in keeping our environment healthy.

—Courtesy Prince George Squadron newsletter, *Icebreaker*, editor Judy Smith



In 1965, Morch commissioned C&C to design a 31-foot Corvette Class yacht.

WEB LINKS

If you're interested in more information on C&C Yachts visit:

<http://vitacollections.ca/BellevilleHistory/2780603/page/3>

C&C Photo Album & Resource Center:

www.cncphotoalbum.com

Under Archives you can read articles from Good Old Boat magazine. Canadian Yachting Magazine, as well as articles on some of the boats produced by C&C Yachts.

IAN MORCH COMMANDER IN CPS-ECP AND IN THE SAILING WORLD

Catherine McLeod, *AP* Peterborough Power and Sail Squadron

Few people realize that Ian Morch, *AP*, the first Commander and a Charter member of the Bay of Quinte Power and Sail Squadron in Belleville, Ontario, was also a founding member of C&C Yachts in Oakville, Ontario. He was also owner of Belleville Boat Yards Ltd., which had a history of innovative boat building before becoming Morch Marine, a haven for boaters in the Quinte area, a majority of them Canadian Power and Sail Squadron members.

CPS-ECP Involvement

The Belleville Power and Sail Squadron formed after a group of boaters in Alexandria Bay, New York, for a weekend boating holiday, met Crombie McNeil from Ottawa who was involved with the United States Power Squadrons in that area. He suggested forming a Canadian Power and Sail Squadron in Belleville and came to help get it started. The charter for the new Squadron was received on March 30, 1954 with 18 charter members and Morch was named its first Commander. A World War II Navy Veteran, Morch passed away on October 15, 2014 at the age of 90. He was still a member of the Bay of Quinte Squadron.

C&C Yachts

In the 1960s, C&C was originally Cuthbertson & Cassian Ltd., owned by George Cuthbertson of Brantford, Ontario, and George Cassian, an aircraft designer at A.V. Roe Canada Ltd. in Malton, Ontario. Austrian George Hinterhoeller, a sailboat builder, chose C&C when he required an outside designer. In 1965, Morch commissioned C&C to design a 31-foot Corvette Class yacht. The centerboard sloop was built of fibreglass, a new concept at the time, and several hundred were manufactured at the Belleville Boat Yards before production ceased in the mid 1970s. The same year, Canadian

yachtsman Perry Connolly asked C&C to design a custom 40-foot racing yacht. The builder was German born Erich Bruckmann, owner of Bruckmann Manufacturing, in Oakville. Connolly's vessel, *Red Jacket*, was his first job.

In 1969, these four companies formed C&C Yachts, in Oakville, with Morch as the first president. The year was a high-profile one for the young company. Bruckmann built three C&C designs for the Canadian defense of Canada's Cup. *Manitou* was the eventual winner of the trials and won the series 4-0 over the Sparkman & Stephens-designed challenger, *Niagara*. Perry Connolly was skipper and one of the three owners. The sailing world took notice.

Within two years, Morch left C&C Yachts and Hinterhoeller succeeded him as president. In 1973, Cuthbertson became president, holding that position for eight years. By 1975, C&C Yachts moved into international manufacturing with new plants in Rhode Island and West Germany. Hinterhoeller left the company in 1976 setting up Hinterhoeller Yachts, with designer Mark Ellis leaving and joining him to supply lines for the *Niagara* and *Nonsuch*.

For the next two decades C&C Yachts built its reputation and success on the racer/cruiser, a concept it approached from several angles. The final chapter came at the 1990 Toronto International Boat Show, when for the first time since its formation, C&C Yachts was not represented at the show. Following the show, there was an announcement that the company was up for sale and it had gone into receivership by September.

Belleville Boat Building

In 1939, the Morch family purchased waterfront property on Dundas Street where the ship *Atlanta* was built in 1881. The ship sailed from Belleville to

New York to participate in the America's Cup race. Morch operated Morch Manufacturing making tools, dies, and airplane parts as well as forming Belleville Boat Yards Ltd. The involvement in boat building came from his interest in sailing and boat building, and his time in the navy. His was the only company in Eastern Ontario to produce fibreglass yachts, launching the Corvette in its first year of operation and turning out the 29th by mid-

September, 1966. Production continued until the early 1970s. When the late Ontario Premier John P. Roberts retired in 1971, it was a Corvette that was presented to him by the provincial Progressive Conservatives. The boats were fitted with aluminium masts and stainless steel rigging. They had comfortable living quarters for four.

Morch told the Belleville Intelligencer in a March 19, 2005 article that, "The Corvettes were the smallest ones

among the sailing crafts that we produced here. We built 167 of these crafts. The next one up was a 36-foot frigate class followed by a 40-foot crusader."

Much of the information on C&C Yachts in this article was reprinted with permission from Canadian Yachting magazine from the article noted on the previous page.

CASBA award winners include 13-year-old CPS-ECP member

The annual Canadian Safe Boating Awards (CASBAs), hosted by the Canadian Safe Boating Council this year on January 11, are like the Golden Globe awards of safe boating. This year, one of the award winners, the winner of the Stearns Rescue of the Year award, was Gavin England, a 13-year-old Associate Member of the Victoria Power and Sail Squadron.

As he often is, Gavin had been out with his 77-year-old grandfather, setting up prawning traps off the coast of Saanich Peninsula when the bilge pump broke down and the boat began to fill with water. Realizing that their attempts to get the boat to shore were not going to succeed, Gavin insisted they abandon ship. They were both wearing life jackets, but Gavin's grandfather, Vern England, a diabetic, knew he didn't have the stamina to swim the 300 metres to shore. Refusing to give up, or to abandon his grandfather, Gavin towed Vern to shore then went for help.

Shoeless, he walked for more than an hour along gravel trails until he found a truck with the keys in it. Gavin had never even driven a vehicle with an automatic transmission. The truck was a manual. Undaunted, he figured out how to drive the truck so that he could get the help his grandfather needed. Gavin is quoted later, during an interview, as saying, "I was more concerned about my grandpa than myself."

Said John Gullick in the nomination: "Over the years we have been pleased to feature rescues of many types. Each was unique and in each the rescuer did not set out that day to be a hero. They were simply at the right place at the right time and through quick thinking and past training they were able to react."

"Gavin England is one of those people who has been around water and boats for years. He is also active in sports (hockey, lacrosse, moto-cross bikes) and is an excellent student. He recently completed the CPS-ECP Boating Basics



Stearns Rescue of the Year winner Gavin England received his award from Ezio Sbrizzi, Vice President and General Manager of Coleman Canada, manufacturers of Stearns Lifejackets. Photo courtesy CASBAs.

course and passed the federal test to acquire his Pleasure Craft Operators Card. Early this summer he showed that his experience and training have paid off. He was able to keep his composure during a very stressful situation involving his Grandfather. Gavin was able to not only get his grandfather safely to shore, but also to overcome obstacles to complete the rescue operation."



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

We were fortunate in my younger days when I was enjoying summers at the family cottage. The cottage was on a widening of the St. Lawrence River which served as a reservoir for the Beauharnois hydro-electric generating station. As a result, the water never varied much more than a few inches - six inches high or low was a lot.

The size of the body of water the cottage is beside, or in, does make a difference, given that smaller lakes and rivers can be more quickly affected by local weather. Bigger lakes and rivers will also be affected, not just by local weather but whatever happens upstream - if you are on the St. Lawrence then you care about what happened last winter. Not having to worry about whether the lake shrinks or grows makes a difference to a cottager's enjoyment, because if the lake grows waterfront property shrinks. It seems reasonable to expect warm weather and be prepared for it, but are we really going to quietly go under as the ocean rises?

So what will happen this year?

George was watching the news recently and noticed a story about the nine hottest years on record being in the last ten to twenty years. That got him wondering what to expect for the coming summer. That curiosity took him to his computer. There is lots of information on the internet. George found sites that said there is nothing to worry about, others that said that climate change doesn't exist, and others that said that only those in the pockets of the oil industry deny its existence. He found stories about extreme heat, drought, wild fires and famine. He read stories about hurricanes, typhoons, monsoons, torrential rains, gales and floods. He checked out stories about bone-chilling cold, knee-deep snow falls, ice storms and blizzards.

George even found a story about an incident some consider the world's first oil spill, in 1907, when a seven-masted schooner, the *Thomas W. Lawson*, broke up near the Isles of Scilly spilling her cargo of 58,000 barrels of light paraffin oil. The local wild life would not have cared for that. Go to http://en.wikipedia.org/wiki/Thomas_W._Lawson_%28ship%29 if you're curious.

"What should I be doing?" wondered George. He isn't anxious to repeat the time he looked more like a boiled lobster than a person and he really doesn't want to have to keep swim fins and snorkel in the car for the next storm.

So what to do? Maybe, George thought, it is time to talk to the Squadron's environment officer. Perhaps he has some suggestions. Perhaps the Squadron could arrange a presentation by someone who could offer some advice about how we can cope with whatever is coming and also what we can do as individuals about our changing climate even while our leaders argue over the "big picture". After all, we've had some good seminars at the national conference. Maybe we can get some helpful information locally.

If nothing else, George thought he might goad the neighbours into getting together to clean up the shore of the lake. Maybe they can figure out some things they could do together so they can cope with whatever weather may be coming and still be able to enjoy the cottage.

Then there is the septic tank. George is starting to think that there has to be a better way. Maybe a composting toilet? Fortunately his wife talked George out of the outhouse and pit-privy as being unhealthy. And besides, where would he find an Eaton's catalogue?

NIAGARA FALLS

October 21-24, 2015



The members of Niagara District will be welcoming you to the 77th AGM and Conference between the 21st and the 24th of October this year. Hilton Niagara Falls/Fallsview Hotel & Suites, Host Hotel of the National AGM, offers an elegant stay with 53 floors of breathtaking views over the Horseshoe and American falls. This Niagara Falls, Canada hotel is just 90 minutes from downtown Toronto and Pearson International Airport (YYZ) and provides a stylish backdrop to this natural wonder.

Relax in your guest room. Sleeping up to six people, our rooms at Niagara Falls Hilton provide spacious family accommodation, spread out in the suites of this Niagara Falls hotel's North Tower. Classic wooden fittings provide an inviting ambience while double whirlpool tubs in oversized bathrooms are among the special touches.

Savor an array of international specialties while overlooking peerless views of Niagara Falls 33 floors up at The Watermark restaurant. Complete the evening with champagne and live music at Myst Lounge for unforgettable Niagara romance. Open-fire grilled cuts are the order of the day at Brasa Brazilian Steakhouse or choose favorite Italian dishes at Romano's Macaroni Grill.

With an easy commute from Toronto, Hamilton and Buffalo, NY, this Niagara hotel is a central meeting point in hosting the National AGM. Host colleagues in a chic boardroom or hold an unforgettable grand celebration in the Great Falls Ballroom. Maintain your exercise routine with a workout on the cardio machines and weights in this Niagara hotel's fitness center. Join the kids in Falls Adventure pool on the 30 ft. waterslide and waterfalls.

The theme for our Conference is "The Love Boat", so bring

out your 80's cruise wear and join in the fun. We have just been told the show, "The Love Boat" was not shown in Quebec, so probably, like everyone else our, Quebec attendees will have to consult Mr. Google. Once you have logged in you will find many photos and videos that will help faded memories and get you in the mood to cruise into Niagara.

TOURS

We have a winery tour planned which will take you deep into wine country with a stopover in historic Niagara-on-the-Lake for some shopping.

The District has also arranged a City Tour which will allow you a close view of the cataracts and will follow the river as it flows through the gorge to the whirlpool where it makes a dramatic turn. The Whirlpool Aero Car spans the huge bend giving those who take the ride a spectacular view of the whirlpools beneath. You may also see the Whirlpool Jet boats and their spray soaked passengers pass underneath the car.

We have arranged a trip that should interest couples, including a visit to the recently opened Niagara Outlet Collection Mall with brand named stores (100) you might only see in New York City. Or close by, a trip to Lock #3 of the Welland Canal that is part of the St. Lawrence Seaway. Lock #3 has exhibits explaining the operation of the locks as well as a superb view of the lock. You may be lucky and see a large vessel entering the lock and being raised or lowered.

The must see tour is undoubtedly aboard one of the two new vessels built by Hornblower Niagara Cruises where they take you to view the falling waters – awesome!



OTHER IDEAS

If you feel like a bit of fun, visit Clifton Hill which has many attractions, including off beat museums and rides such as the Niagara Skywheel which will lift you above all else and give you a spectacular view of the Falls, especially when the fireworks are set off at 10pm. Just mingling with the tourists on the hill will give you that special holiday feeling. The natural settings of the parks around the Falls offer a relaxed walk. All of the trees, many rarely seen elsewhere, are all marked with plates of description. Then there are the Parks Commission greenhouses just by the Horseshoe Falls which will be displaying all the floral arrangements for the coming season. If the WeGo buses are running [we are told they close operations for the season on October 24th], you can take in the Niagara Parks Horticultural School to view their exceptional formal gardens.

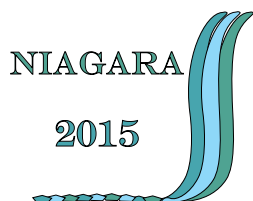
If you have a car at your disposal a good idea would be to drive upriver along the Niagara River Parkway which borders the river all the way to Fort Erie. If you are a birder, many species of ducks, including swans, can be seen from the frequent parking spots along the way. When you reach the Town of Fort Erie you can view the Peace Bridge which spans the river just as it empties out of Lake Erie. The waters are fastest at this point and it is fascinating to realise the whole of the Upper Great Lakes system empties into this narrow border between the US and Canada. You can take a short drive in the namesake of the town, Fort Erie, which has many interesting artifacts and a historical background. If your decision is to

drive downriver towards Niagara-on-the-Lake where the river empties into Lake Ontario, you will be driving at a higher level without a clear view of the river. However Niagara-on-the-Lake offers much in the way of shopping and places to eat.

We of the Niagara District hope we can help you enjoy your stay here in Niagara and we will endeavor to assist you in every way we can, be it inquiries at our Reservation desk to pointing you in the right direction if asked.



Photos: Ontario Tourism Marketing Partnership Corporation



AGM NIAGARA

at the Hilton Hotel and Suites Niagara Falls/Fallsview • October 21-24, 2015

Hilton Hotel and Suites Niagara Falls/Fallsview, 6361 Fallsview Blvd, Niagara Falls, ON L2G 3V9 1-800-339-5023
CPS-ECP Conference 2015, 26 Golden Gate Court, Toronto, ON M1P 3A5 hqg@cps-ecp.ca Fax: (416) 293-2445

REGISTER ONLINE AT: www.cps-ecp.ca

All fields are required

First Name _____ Last Name _____ Grade _____
Guest's First Name _____ Last Name _____ Grade _____
Address _____ City _____ Province _____
Postal Code _____ Tel _____ E-mail _____
Squadron _____ District _____
Member no. _____ Officer Position _____
Is this your first national conference? ☐ Yes

FULL CONFERENCE MEAL PACKAGE

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

_____ x \$230*/250 = \$ _____

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

Individual Conference Meals

Friday Night Dinner and Theme Party _____ x \$85 = \$ _____

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

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

Wednesday Excursion

City Tour (4 hours) including Butterfly Conservatory and
Niagara Bird Kingdom _____ x \$89 = \$ _____

Thursday Excursions

Cruise beneath the Falls on the new "Hornblower" _____ x \$40 = \$ _____

Winery Tour and visit Historic Niagara-on-the-Lake _____ x \$65 = \$ _____

Friday Excursions

Tour lock #3 Welland Canal to see ships locking through
and a visit to the new Outlet Collection at Niagara Mall _____ x \$45 = \$ _____

TOTAL = \$ _____

***Early registration rates apply if received on or before August 19, 2015**

PAYMENT INFORMATION

☐ Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2015. 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 August 19, 2015 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 September 12, 2015 are accepted with no penalty. From September 13, 2015, all cancellations are subject to a \$35 administration fee per person. After October 10, 2015, cancellations will be partly refunded only if other conference participants register to take your places.



BoatingCourses.ca

Photo: Don Butt