

The Port Hole

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

WINTER 2014

FEATURES

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

CPS-ECP is 75 years old. Happy Birthday, CPS-ECP, and I'm delighted that you and I met when we did.

CPS-ECP was two years old when I was born on a farm on the prairies, where the only boat I remember seeing was during my teen years. We'd moved into town by then, and the boat belonged to my friend's dad. On summer half-holiday Wednesdays, he'd drive a carload of us girls to the local lake, drop us at the deserted beach and climb into his boat for a couple of quiet hours devoted to holding a fishing line while drinking a few beers while we swam and suntanned.

I believe that the first boat I boarded was in Cold Lake, Alberta in the 1960s where my first skipper's company had posted six employees and their families. One of our friends built or bought a 33-foot trimaran day sailer with a 15-foot beam – more or less designed as a flat surface on which to party. He was probably the only person aboard who even understood rudimentary rules about sailing and “the girls” were not supposed to be interested in learning. Our job was to uncup the beer and pass around the chips and pretzels.

My first skipper built a fibreglass sailboat modeled after outrigger canoes. I sewed the single sail – made from heavy plastic sheeting – on my trusty Singer sewing machine. I knew much about sewing and literally nothing about sail making. How I managed to create a functioning sail is still one of life's greatest mysteries.

We moved from Cold Lake to Montreal where the outrigger met an untimely death in the Lachine Rapids during a sailing adventure – my first skipper and the owner of the trimaran were, as usual, travelling without charts. They were rescued. Both of them lived.

We subsequently bought the trimaran. Our friends had been transferred to Ottawa and the boat's 15-foot beam was too much for the Ottawa yacht clubs to handle in the '60s. We joined a small do-it-yourself club where the trimaran's size wasn't the problem.

The real problem? Most of the people we travelled with had never taken sailing lessons. Some of them knew the racing

rules, but that was about it. They picked up a few tips here and there, learned from one another, and believed they were safe. My skipper held a firm belief that charts were cheat sheets – if you hit something you were in shallow water – and that anchors and motors were for sissies. None of us could read the weather, but, according to my first skipper, reefing was also for sissies, which is why our 33-foot mast came down twice. Might not have been a serious problem – except that we had no motor, no anchor and no paddles. We always got rescued. We all lived.

However, given my introduction to sailing, it's little wonder that I surprised myself when I fell entirely in love with Jack's 24-footer, at first sight. But I was older – and much wiser. Jack was involved with CPS-ECP and I quickly became intrigued at the notion of taking courses about boating. Learning to stay alive was my only goal. Mostly, I wanted to learn the rules of the watery road, and I was determined to learn weather signs and patterns. I had no plans for getting involved.

That was 32 years ago. Times do change.

Times, in fact, really do change. My older daughter got herself hired one summer as the crash boat operator during club races at the now-much-expanded club we had originally joined. Yes, there were questions – this was the 1980s – about whether a girl was capable of handling a boat, but Ruthie won out, and proved her worth very quickly.

And my first skipper? He went on to other boats. He took CPS-ECP courses. He learned to carry charts and anchors. I'm not sure he'd wear a life jacket, but I understand that they would be on the boat, too.

And as for me? I learned that there was more to CPS-ECP than taking courses. I learned that in CPS-ECP, as in life, part of the fun is in giving back.

Here's to you, CPS-ECP.



**Joe Gatfield, JN, Chief Commander
Windsor Power and Sail Squadron**

CPS-ECP Navigates into the Future

There are not many of us that have had the feeling of taking the Chief Commander's pledge and taking on the senior volunteer role in Canadian Power and Sail Squadrons, Escadrilles canadiennes de plaisance, but it was an exceptional honour on our 75th Anniversary to be from the original unit of Canadian Power Squadrons, Windsor, and take the helm as Bill Bowman did in the origins of CPS-ECP back in Windsor as CPS was formed.

Overwhelmed, yes, grateful, yes, honoured, yes... and thankful to you, the membership for the ultimate confidence you have placed in me.

On October 26, 2013 we marked history.... we celebrated our 75th Anniversary with a new beginning. We accepted the recommendation of the Governing Board and adopted the new Articles of Transition and the new By-laws. In doing so, we accepted a new future for Canadian Power and Sail Squadrons. We are charting new waters, we are navigating in areas that we have not gone before. What we have done is set course on a new journey that will enable CPS-ECP to yet grow stronger and healthier as we move through this transition period. You, the members, have mandated change and change is healthy.

This does not, however, change who we are and what we do. Creating a safe boating ethic and environment is still our mandate. A phrase we used and kept in the forefront of our Organizational Effectiveness committee was "To be the Premier Organization for Boating Nationally". Although maybe not grammatically correct, it does include our ethics, our educational mission, our partnerships and our fellowship. These are all part of our Mission, Vision and Values that were yesterday, are today and will be tomorrow.

During my tenure of four years as your National Training Officer, I used the image of a lighthouse. We are a nautical organization in many ways. My lighthouse always showed that the base represented CPS-ECP... the strength of the organization and all that we represent. The light that shines out is the light that represents our Safe Boating Mission... the light

that guides all boaters home safely. Think of some of those lighthouses across the country... on Walker Rock in British Columbia, the Detroit Light in Lake Erie and the Light at Peggy's Cove on the Atlantic. Their mission is the same as our Mission... bringing boaters home safely.

Henry Ford once stated "Coming together is a beginning, keeping together is progress and working together is success". We came together in 1938, we have kept together for 75 years and today we are working together for our future success. You have asked me to be your lighthouse keeper for the next year. We will all take our turn on duty and the light will shine brightly with the effort and energy that we provide.

We will continue to build on our past strengths and traditions and I do commit to you that we will navigate safely and securely as we transition to a new and vital CPS-ECP.



Point Atkinson Lighthouse, West Vancouver, BC. Photo: Vanessa Schmidt.



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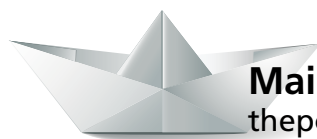
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Dear Joan and Dennis

Last year in the October edition of Canadian Yachting — The Port Hole, Dennis Dwyer, in a cry for boaters to be more courteous vis à vis huge boat wakes asked, "Do We Practise What We Teach?" At the time I prepared an answer for the training meetings at the Annual Meeting. I still say, and perhaps it should be published, "We don't teach it; they don't learn it."

In the first two CPS courses, Boating Basics and Essentials, there is little said about boat wake or how to handle your own boat safely so others will be safe. Safe Boating tells boaters only that they are responsible for damage their boat wake does. Well, if they can be caught.

Licence numbers are on the bow, away from the swamped canoe. Tenders are often secured across transoms blocking the boat name. How can a person identify the offender?

For Canadians, there is a higher law that governs all boats, in all places. Collision Regulations — Canadian Modification are clear. Rule 6: Every boat shall proceed at a speed that will not adversely affect other boats. AND where a boater cannot determine that another boat will be adversely affected, the vessel shall proceed with caution at the minimum speed that she can be kept on course. (I think hull speed would suffice.) That's pretty basic. But we don't teach it until Seamanship and then only the first sentence. Boaters don't know the rule; they don't learn what they haven't been taught and police ignore it.

Trips through narrows, along rivers and across many lakes would be calmer and safer if this law were known and obeyed. But there is no point to expecting boaters to know what we have not taught — what even Safe Boating fails to mention!

We also don't mention until much later about hull speed. Hull speed is related to wake. When a boat travels at hull speed, it uses little power and leaves only a ripple on the water. A boat with 25 feet of water line has a hull speed of around 6.5 knots: 36 feet and 7.8 knots. As it accelerates or cruises at 12 or 15 knots and higher a boat can kick a huge, canoe swamping, wake.

On the other hand, boats on plane may leave only a ripple on the water. I have been passed by Poker Runs and Bass Derbies with boats travelling well in excess of 50 knots. Hardly noticed the wakes. Yet, boat after boat will slow down off plane to 12 or 15 knots to come by my kayak leaving, once again, a huge wake. Can't blame boaters even if they have taken a course or two.

It is long past time to teach this with our first courses.

John Mason DTO Voyageur



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Call for Nominations

Richard Bee AP, Chair of the Nominating Committee
Newmarket Power and Sail Squadron

At the Canadian Power and Sail Squadrons (CPS-ECP) Annual General Meeting held on October 26, 2013 the membership approved the new By-laws. These By-laws introduced substantial change to the composition of the Board of Directors of CPS-ECP (formerly known as the Governing Board) to take effect at our Annual General Meeting in October 2014. The Board of Directors will be comprised of 23 people elected by the membership at the Annual General Meeting. The Nominating Committee is responsible to, and reports to, the CPS-ECP Board of Directors. It is the responsibility of the Nominating Committee to select the best possible candidates to fill positions on the CPS-ECP Board of Directors

The role of a Director of CPS-ECP (the Corporation) is a serious responsibility. The Directors shall manage or supervise the management of the activities and affairs of the Corporation (CPS-ECP). You will be expected to assist in determining the direction and operations of CPS-ECP. Many items will be required to remain confidential. You will be expected to act in the best interest of CPS-ECP, and you may find conflicts between these 'best interests', and the interests of your own Squadron or District. The following is a list of experiences, skills and attributes which will contribute to the selection of the best possible CPS-ECP Director candidates. This is not an all-inclusive list!

- Ability to get along with others, leadership qualities, experience, and initiative
- Ability to think independently, and not "follow the crowd"
- Breadth of CPS-ECP experience
- Interest in Boating Education – Grade achieved, taught one or more classes
- Evidence of administrative ability (within CPS-ECP or outside)

- Enthusiasm, time available, merit mark record, attendance at National or District meetings, National Committee experience
- Commitment to CPS-ECP, and passion for the CPS-ECP Mission
- Leadership record at Squadron and District levels
- Health
- Family considerations and obligations
- Formal education
- Geographic location
- A thorough understanding of Squadron and District operations
- Completion of CPS-ECP 'Officer Training' seminar

All candidates applying for nomination as a Director of CPS-ECP are requested to complete and submit the following items of documentation:

- Director's Application Form
- A current resumé or *curriculum vitae* (c.v.)
- Skills Self-Assessment questionnaire
- A 'Statement of Vision' of your personal short- and long-term future of CPS-ECP.

The above documents can be found on the CPS-ECP website and are available in hardcopy from our National Office. All applications must be submitted to the chair of the Nominating Committee by February 28, 2014. Applications can be submitted electronically to nomcom@cps-ecp.org or in Hardcopy marked 'Confidential' to

Chair of the Nominating Committee
Canadian Power and Sail Squadrons
26 Golden Gate Court
Toronto ON
M1P 3A5

Send us your cruising stories

Port Hole is looking for your best cruising stories. The story can be as short as you want, but no more than 700 words. Learning Cruises, the ones that did not turn out as planned, are always welcome. They are great teaching moments, and that's what CPS-ECP is about. To go with your stories, we also need two or three high resolution photos, with credit for the photographer and a caption.

Text and photos can go directly to Joan at: theporthole@cps-ecp.ca



CANOEING ONTARIO'S MISSISSIPPI

Bradley Schmidt

Regular readers of Port Hole and Canadian Yachting are accustomed to reading about boating on a large scale. The demographic of our audience is large, ranging from small sailboat racers to full-out regatta goers, owners of massive motor yachts to the personal watercraft crowd. Despite our specific interests, we share one common attribute: our love of being on the water. In a recent Jet Set article I mentioned my goal to travel a portion of Ontario's Mississippi River system, from the headwaters on Mazinaw Lake, past Bon Echo Rock, to our cottage on Georgia Lake. This would be a day trip by canoe.

Ontario's Mississippi River system is a waterway that flows 200 km from Mazinaw Lake in the west to the Ottawa River passing through Lanark, Carleton Place, Almonte and Pakenham along the way before it flows into the Ottawa River.

Our goal became a reality last spring, when we convinced another couple to join us on this journey. We parked a vehicle at the public boat launch on Upper Mazinaw, then under overcast skies we canoed past the majestic Bon Echo rock, pausing to see the Walt Whitman inscription chiselled in the rock,

then through the narrows into Lower Mazinaw. The moment we passed through the narrows we realized we were up against a formidable headwind and whitecaps. This was the toughest part of the trip, fighting the winds, the waves, and the feeling that we were barely making progress. Much of the shoreline is Crown Land, leaving few visual cues as the pine forest stretches on and one granite outcropping gives way to another. It is possible to gauge progress by the odd cottage dotted along the shore, or the tall communications tower on the West side of the lake. We finally crossed the shallow sandbar near the entrance to Shabomeka Lake and soon after we saw Smart's Marina and happily pulled the canoes ashore at the dam that controls the water level at the south end of Lower Mazinaw.

There is a short portage over the dam and into Little Marble Lake, where our spirits quickly lifted in the narrow, protected waters. Soon we could make out the excited cries of children playing over the din of the rushing water from the dam behind us. The rugged "Group of Seven" style scenery of Mazinaw gave way to a more populated area as we floated in a soft



current under a bridge and past a number of trailer parks and cottages. The lake narrowed quickly and the current started to pick up. Soon the name “Little Marble Lake” began to make sense as the current gently carried us over gigantic slabs of rock that looked like white marble. We got to cut our teeth at manoeuvring around rocks and sharp bends, but it seemed as soon as we were getting the hang of it the shores widened and we entered Marble Lake.

Marble Lake has a number of private cottages on the north end, with popular beaches, trailer parks, and a couple of lodges to the south. It is scenic with surprisingly sandy shores. Newer cottages are juxtaposed against a couple of strangely picturesque derelict cottages that show the effects of years of torment from the elements. The wind was picking up and we decided to make a run for the opposite shore. Despite having all our required safety equipment on hand I soon learned that you should always carry a spare paddle, as mine promptly broke in two! I was forced to use the blade portion only for the rest of the trip.

Marble Lake flows into Georgia Lake through a large section of rapids beneath Highway 506. Depending on water levels these rapids can be reasonably tame or extremely vigorous. Either way we weren't going to chance it. There is a portage over the 506 into Georgia Lake. At the time of our trip the water level was high and even at the launching point we got to shoot through some fast moving water into Georgia Lake and towards the waterfront at our humble cottage. Other canoeists might continue into Kashwakamak and beyond.

We made it back to shore and not a moment too soon. It was as if the rain patiently waited all morning for us to complete our trip, then made up for it with a vengeance. We sat on the porch watching the downpour and reflected on our morning. We had canoed nearly 20 km of a once vital waterway, used years ago to transport logs and timber to Ottawa. We had seen the beauty of this area, known as the Land Between, where the Canadian Shield morphs into the Highlands. Granite and pine meet limestone and sand, rugged Crown Land meets cottage country, and the difference is apparent over the small distance we travelled. When the rain let up we drove back to the launch to pick up the vehicle we left there. We were amazed how far we had travelled. Later in the year we retraced the flowing section of the voyage and found a lovely spot to stop and swim, but when we tried a third time we had to portage over some places we had canoed only weeks before. This section is very affected by water levels and the outflow from the Mazinaw dam.

We made a time-lapse video of our expedition. Check out: http://youtu.be/x_8Qf_dBF-c

For more information about the area, check out the Land o'Lakes website at: <http://www.travellandolakes.com/>

Photo left hand page: Grant Salsman and Niamh Conlan canoeing past Mazinaw Rock at Bon Echo Provincial Park. Photos above right hand page, top left: first easy portage from Mazinaw Lake to Little Marble Lake. Bottom left: Canoeing across Marble Lake fighting some wind. Right hand picture: the white slabs of Marble Rapids.

O'Shea's OCEAN ADVENTURE

Val O'Shea, Burnaby Power and Sail Squadron

Photo above: decorated warbonnet poking out of soft coral. Photos on right hand page, top left: Val taking pictures photo by Robert Roy. Bottom left: anemone and sun star. Right hand picture: Colin O'Shea first tropical dive.

Background on Darcy & Val O'Shea

We, both Darcy and Val O'Shea, are water people. We grew up at a time when the underwater realm was beginning to be explored and displayed on TV (Jacques Cousteau, Lloyd Bridges etc). When opportunities arose for learning to scuba dive individually we jumped at the chance. Darcy took the course with friends and was certified in 1975 and Val took the course with her brother in 1978. We dove from our first boat, a plywood-hulled 23-foot Owens. Many of our friends were divers, too. It was what we did when we were boating.

As our two boys came along they put a bit of a crimp in our diving lifestyle but not the boating. We downsized to a 12-foot inflatable which we had when we took the Boating Course in the fall of 1990. Our dive trips were sporadic for quite a number of years while we focused on raising our sons. But the underwater world was always beckoning. We have a four-person hot tub in our basement, and this is where we gave the boys their first taste of breathing like the fishes. With a scuba tank just outside the tub and a 12-foot air hose connected to the mouth-piece, and with masks on their faces, they played with the toy octopus, ray and other denizens of the deep.



As scuba diving became more popular and safer with the advent of new technology, the age rules for learning were relaxed. Our boys took their diving courses when they each turned 12. We have a great many family memories of climbing down the ladder from our boat into the frigid ocean. Living in the Vancouver area with Indian Arm and Howe Sound short boat rides away, and the Gulf Islands in the summers, we shared our love of the underwater world with our boys.

Both of our sons are currently living on Vancouver Island, so we don't see them as often as we would like, but when we do we always consider the possibility of a dive. So you can see why we had to give up on just one Squadron cruise to get that fabulous dive in with at least one of our boys.

We didn't want to skip out on the planned Squadron activities on the Canada Day weekend but the opportunity to scuba-dive with our son at one of the most scenic sites in the world could not be passed up.

Our adventure started with the first Departure Bay ferry on Friday morning and ended with the last Horseshoe Bay ferry on Monday night. It was a weekend that included eight dives in 3.5 days in the pristine waters around Browning Passage, north of Port Hardy. The rain did not dampen our enthusiasm and the fog did not cloud our excitement. The slow boat ride to the dive resort was something we were accustomed to (6 kn) but the humpback whale show along the way was not. I couldn't take my eyes off the water and the whale in order to grab my camera and record the sight but it is forever etched in my brain. The Humpback whale is a most graceful and powerful and peaceful creature. It was a real treat.

After the show, we made our way into a secluded cove

on Nigei Island at the north end of Browning Passage and set up camp at the Hideaway Resort, a Popeye village collection of cabins and sheds on floating booms that would be home for the weekend. The drab resort was in stark contrast to the colourful dives. A rainbow of colours: reds, greens, oranges, purples, blues and yellow everywhere.

The geology of the dives was varied, some walls, a wreck, sloping shores, but with one main commonality – the value of the real estate. Every square centimetre of space is taken by some type of marine life. It is Mother Nature's marine high rise condo, the underwater temperate version of a tropical rain forest or a coral reef. Sponges, soft corals, anemones, hydroids, nudibranchs, crabs, snails and so many fish as far as you could see. And you could see quite far. A highlight was our encounter with a very small, friendly and unafraid giant pacific octopus, Darcy even petted him. A pair of wolf eels were not so brave and hid after a couple of flashes. A few sea lions checked us out on more than one occasion.

It was a wonderful weekend and a joy to see that there are still areas of our coast that are relatively unspoiled.

What Did You Say?

Robert Bériault

Ottawa Power and Sail Squadron

It's quite remarkable how so many sailing terms form part of our everyday speech. Think of these expressions: At the helm, All hands on deck, Any port in a storm, The cut of his jib, Keel hauled, Three sheets to the wind, The wind in one's sails, To make headway, To batten down the hatches, To the bitter end, To bail out, Down the hatch, To fend off, To learn the ropes, On an even keel, To weather a storm. There are dozens if not hundreds more.

As a sailing instructor who doesn't own a boat, I sail with a mix of people and sometimes I'm perplexed by the way some captains fail to make proper use of nautical language.

For centuries, humans have used language for exchanging ideas and stories with loved ones and friends, for planning and executing a successful hunt, for discussing strategy to defend themselves from enemies or predators, and, more importantly, for transmitting knowledge from one generation to the next. Today on a boat we use nautical language for similar reasons.

For the beginner, learning the vocabulary can be quite daunting. Everybody knows what a mast and a boom are, but other spars, such as bowsprit and spinnaker pole are not common knowledge. The names of standing rigging parts, such as tang, shroud, swage terminals, turnbuckles, chainplate, forestay and backstay are not instinctive, but must be learned. Parts of the running rigging aren't familiar to the landlubber either. I'm thinking of furler, sheet, halyard, outhaul, topping lift, furling line, reefing lines, reefing ties, boltrope and downhaul.

Some are easier to learn, such as mooring buoy, winch, pulpit, pushpit, handrail, tiller and rudder; but ask the man on the street what a gudgeon and pintle are and you'll get a blank stare in response. Everybody knows what an anchor and chain are, but most non-sailors wouldn't know the meaning of windlass, bow roller, rode, kelleet, snubber line. Only one who has sailed before can tell you the difference between a heaving line, a lifeline, a jackline and a lazy jack, or between a jam cleat, a cam cleat and a clutch cleat, or between the luff, the foot and the leech. Furthermore, tack has at least four homonyms and if you refer to the kicking strap or the boomvang, then you're talking about the same thing.

Words for below decks are just as daunting for the land

person: We remove the washboards, then enter by the companionway, usually into the salon. We prepare our food in the galley, we sleep on berths in the V-berth or a stateroom, we lounge on settees, we answer nature's call in the head, we aerate the boat by opening the hatches and we peek outside through the portlights. We lift the floorboards to check the bilge in case a thruhull is leaking. The skipper checks his vessel from bow to stern before we cast off. Then we remove the fenders and stow the docklines in the cockpit lockers or the lazarette. Then it gets more complicated. We hoist the main, unfurl the jib, steer the course, adjust the travellers and fairleads and trim the sails until the ticklers and telltales fly parallel. Now we're sailing in the groove. And finally, when we're underway we have to know what's outside the boat as well, such as ahead, astern, abeam, leeward, windward and even aloft for that matter.

When it comes to planning the day's course, or executing sailing manoeuvres, or dealing with an emergency, it is essential that the captain, helmsman and crew speak the same language. When the helmsman wants to change tack, he or she will order: "Prepare to tack", or depending on his or her school, "Prepare to come about", followed by "Helm's alee", or "Coming about". When assigning the crew their duties, the helmsperson will refer to the lazy sheet, the active sheet and the mainsheet. The captain might order the helmsman to head up or bear away or steer closehauled.

Nevertheless, if we're sailing with a crew of neophytes, we mustn't let our devotion to proper nomenclature create a communication failure. Sometimes it's quite appropriate to say to the newbie: "Mary, you pull on the blue rope on the right side." In our enthusiasm for using nautical language, we mustn't lose sight of the fact that the purpose of language is to communicate, and not to frustrate visitors who are just coming for the ride.

There is almost no end to the scope, the complexity, and the charm of the language of sailing. Its complex and elaborate vocabulary is just one of the things that make the activity so appealing. It is a precious legacy derived from centuries of wayfaring that is worth nurturing, and, from a practical standpoint, using proper terminology makes us safer boaters.

The Great Lakes: where is the water going?

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

We have long thought of water levels on the Great Lakes and St. Lawrence River as being proportional - if one area had high or low water so did the rest. However, with the changes in weather patterns and a growing concern about the combination of municipal water supplies, adequate draught for shipping, and ecology in general, we are becoming more aware of the diversity of the Great Lakes and St. Lawrence River and how the various parts relate to each other.

One thing seems certain - there is less water than there used to be. Water level records have been kept on the Great Lakes since 1918 but only since 1967 in Montreal Harbour. Lakes Superior and Ontario and Montreal Harbour were at levels above the 10-year average in June 2013. The rest were below. According to the Great Lakes Water Level Reports, the 10-year average for June 2013 is lower in all cases than the 10-year average back in June of 2003, with Lake Huron having dropped by 0.4 metres - which is a bigger drop than on any of the other lakes. Only Lakes Ontario and Erie have the same overall average water level as they did in 2003. All of the other lakes have lower average water levels.

So what is happening with the water levels? Lake Superior dipped below chart datum in late September 2012 and returned above it in early June 2013. Lakes Michigan and Huron have been below datum longer, having dipped below between August 2012 and June 2013 with water levels during that time being close to record lows, if not record-breaking.

Lake St. Clair has been below average but consistently above datum while Lake Erie has managed to remain further above datum. Lake Ontario actually rose above the average in June 2013 while Montreal Harbour returned above datum in January 2013. Montreal Harbour will see its water levels influenced by the Ottawa River currents as well as the St. Lawrence and is affected by the International Joint Commission's efforts at controlling water levels on Lake Ontario and the St. Lawrence River.

Where is the water going? There are undoubtedly a number of explanations, each of which contributes to the big picture.

The U.S. Army Corps of Engineers is considering ways to restrict water flow through the St. Clair River because dredging of the river has meant increased water flows from Lake Huron to Lake St. Clair and Lake Erie. While any effect may not be noticeable on Lake Huron, which is quite large, the smaller Lakes St. Clair and Erie will see increases in the amounts of water which they receive and consequently may see higher water levels. In Wisconsin, the City of Waukesha wants to divert 19.5 million gallons of water from Lake Michigan because the underground aquifer from which they pump their drinking water is deteriorating in quality as its own level drops. What effect will that have on the lake and how much effect does the diversion of waste water into the Mississippi River system have on Lake Michigan?

There is one explanation for why water levels on the upper Great Lakes may differ from the lower lakes - not all of the water ends up flowing down the St. Lawrence River.

Perhaps one of the greatest contributors to our water level woes is our warm winters which have meant less ice cover to keep the water from evaporating and less snow to help replenish the losses come spring.

Queen's Diamond Jubilee Medal recipients

Note to readers: If you know CPS-ECP members who received the Jubilee Medal and have not yet been recognized in Port Hole, please let us know.

Gordon Kenneth Clay, member of the Coquitlam squadron and teacher, recipient of the Queen's Diamond Jubilee Medal, founded the Coquitlam PE Professional Specialist Association, started the Outdoor education program in SD43 – 1975 – Sail & Canoe program at Rocky Point Park and has given lessons in Outdoor Education pursuits, going to outdoor education centres to give canoe, sailing, photography and other outdoor lessons. Certified to teach Coast Cruising, he taught Sailing I Port Moody night school for 10 years. He worked with Roel den Dryver to move the junior sailing program to Rocky Point Park from Barnet Beach. He is founder of sailing and canoe and kayak clubs and established the small boat program of Centennial Sailing Club at Barnet Beach. He has taught CPS-ECP Basic Boating and Advanced courses.

Hon. L.Col. David Woodall, Windsor Squadron, recipient of the Queen's Diamond Jubilee Medal, grew up in a family tradition of construction service. A graduate of the University of Windsor with a degree in Civil Engineering, Dave is currently president of Woodall Construction. As the Officer commanding of Delta Company, a civilian wing of the Essex and Kent Scottish, Dave has shown a spectacular amount of leadership, determination and commitment. Of



note is the building of the Dieppe Memorial in Dieppe, France in 2006 and another in Windsor, ON in 2010. Dave led the way in fundraising over \$400,000 for both of these projects and ensured that they were built to honour those who fought the tragic battle. Dave is also a recipient of the Queen's Golden Jubilee Medal.

Brian Gandey, member of the West Island Squadron in Montreal, received his medal from the Governor of the British Virgin Islands, for community service in the islands. Brian has been actively involved with VISAR (Virgin Islands Search & Rescue) since its inception 24 years ago. Presently he is senior helm. These volunteers stand by 24 hours per day, going out in the VISAR rescue boat to assist mariners in distress. In 2002, Brian received the Queen's Golden Jubilee medal for the same service. Brian and his wife, Cindy, also a CPS-ECP member, have lived in the BVIs for 25 years. They founded and still run Conch Charters Ltd., a sailboat chartering company with 50 yachts, both monohulls and catamarans.

The blessing of the fleet



Following an initial pilot project last June which exceeded all expectations, the second Blessing of the Boats and the Waterways has already been planned for Midland harbour for June 7,

preceded by the Commodore's Dinner on June 6.

Last June, dozens of boats lined up in the Midland harbour for a blessing by Ontario's Jesuit Provincial head, Fr. Peter Bisson, Fr. John McCarthy, and Martyrs' Shrine Director Fr. Bernard Carroll.

According to Fr. Carroll, Director of nearby Martyrs' Shrine, although the rite is new to Georgian Bay, the

blessing of waterways is an old tradition among the Jesuits. Fr. Bisson explained that the rite acknowledges "God's presence is our lives and our gratitude for the gifts of water, sun and earth." The Jesuits, he said, "hope to start a new tradition for the shrine and for the marina here." A cedar bow and the colours of the native medicine wheel were part of the blessing, giving hope for the future while giving thanks for the past.

The night before the blessing, 70 people attended the Commodore's Dinner, a four-course gourmet meal paired with vintage Ontario wines. Joining Commodore Ken MacDonald and his wife Marlaire at the Head Table were Mary & Mrs. Gord McKay, Mr. Peter Cooper, Chairman of the Georgian Bay Land Trust, Father Peter Bisson, Provincial, Jesuits of Upper Canada, Mr. & Mrs. Frank Morneau, Mr. & Mrs. Chris Butcher, and Father Bernie Carroll, Director of the Martyrs' Shrine.

NOT another sad statistic

Bill Fehr

St. Thomas Power and Sail Squadron

Extra anchor, paddles, floating throw lines, flares, fire extinguisher, reserve fuel tank and line, batteries, sound devices, lights, extra warm clothing, blanket, VHF radio, GPS, cell phone, food, drinks and life jackets on the boat, all necessities, much of which is legally mandatory.

A properly fitted and maintained, size-appropriate life jacket worn on the boater, optional?

Friday, July 6, 2012, a bright, beautiful, calm sunny day. Perfect to go fishing. I packed up food, beverages (non-alcoholic), fishing equipment and I was off to Longpoint Bay.

I arrive about 4 p.m., then, as usual, organize everything to load, open boathouse big doors. I get onboard, take my personal life jacket off the captain's seat, put it on and start normal procedures. Check fuel, batteries, lights and horn, load everything from the dock, start the motor, turn on GPS, undo all dock lines and I am off.

The lake was calm so I fished out near the channel, but had no success. I did all the right things, so I have to assume that no fish were there. Of course it could not be me.

Almost 5:30 p.m. so let's try the weed beds. They always produce. As usual the spot was gold. Fish were biting and I was catching and releasing nice sized Bass. Life was good. I fished right up to almost darkness at 9:30 p.m. when it was high time to leave.

I started back toward the boathouse and had gone about half or three-quarters of a mile when the boat motor bogged down and quit. I tried to restart to no avail. Reasoning that it must be weeds around the prop, I raised the motor. I was right; weeds were tightly wound around the prop. As I have done many times in the past, I leaned out and started removing them. Only a few left and then it happened.

Over 20 years of boating, and I fell overboard.

All alone in about 5-7 feet of water and another foot or two of mud and weeds. Me, an overweight, out-of-shape, poor swimmer at best. A real problem. Yes. A tragedy. No. Why? Wearing a properly fitted and maintained, size-appropriate life jacket.

I did not have to deal with the worry of sinking and drowning. My problem was to get back into the boat. I stayed calm and started procedures to accomplish that. It should be noted that all the equipment listed earlier means nothing when you are alone in the water. Also there were no other boats around.

I was able to swim a few hundred yards, pulling my Wilker Galaxie. Once I could touch some bottom, I had better footing and finally could walk in about four feet of water and mud, dragging the stern onto some shallow weeds. Then the work began.

My boat sides are about three feet above the water and I



was in about three feet of water and mud. I tried jumping but was not able to get a grip on the top of the motor or boat. Funnily enough, I thought maybe had I spent some time exercising I might have been able, but no need to pick on myself now. Better keep my morale up. I had spent about one and a half hours in the water by now.

I always leave one line tied on the stern, so if an emergency situation arises, I can quickly fasten a floating throw line to rescue anyone (other than myself) and anchor fast. Now that I could reach it, I pulled this line down, tied some loops and used it to climb up and get on board. Very handy, since I use the boat for fishing and do not have a swim platform or ladder.

Once I was on board, any life-threatening danger was gone. It was 11:30 p.m. The boat still would not start. I did have extra flashlights, but decided to wait until daylight. Around 5 a.m. I took the top cover off my 90 Hp. Mariner and used a rope to pull start it as the batteries were too low. Thank goodness, it was well tuned and started after three pulls. I motored back to the boathouse and headed home.

Only my wife knew I was away and I knew she would have gone to bed around 10 p.m., because I usually do not get back until about 10:30 or 11 p.m. It is a one hour drive. I got home at 7:15 a.m. and, as I expected, she was sleeping, unaware of my ordeal.

In hindsight I should have radioed Coast Guard just to make someone aware that I was stuck, but not in danger. Couldn't telephone because this time my cell phone was on me and did not survive the two hours in the water. I also now call home and touch base a little earlier.

I ended this ordeal a bit dirty, damp but fine. I firmly believe that had it not been for the fact that I was wearing my life jacket, this article would have been written by someone else and would have a very different ending.

In Memory of Past Chief Commander Arthur G. Charles, SN

P/C/C Doreen Hinksman, AP
Oakville Power and Sail Squadron

Just three days shy of his 90th birthday, Art passed away on August 4th. He and Olive, his wife of 68 years, lived at the Champlain Manor Retirement Residence in Orillia.

Art will be remembered by many people in many different ways. Always a strong proponent of volunteerism, several organizations included him in their membership, not as part of the sustaining group, but as a worker, doing whatever he could to enhance their goals. He was a founding member of the Orillia Squadron, and through many positions held throughout our organization, he eventually led CPS-ECP as Chief Commander in 1987/1989. After stepping down as Chief, Art chaired the National Planning Committee for several years, and served on the National Nominating Committee. He also represented CPS-ECP as an Officer/Director of the United Safe Boating Institute, whose Board is made up of members of the premier recreational boating organizations in Canada and the US.

Born in England, Art saw service as a Flight Lt. with the Royal Navy, and was a WWII veteran. His 'paid job' was with Proctor & Gamble, and after retirement from his 40 years there, his 'unpaid jobs' took up all his time. Often seen boating on Lake Simcoe and Georgian Bay, he and Olive enjoyed several years on the water.



Art took over as Chair of the CPS Foundation in 1991, serving in that capacity for 10 years. He never stopped promoting it at every opportunity. He brought in some unique ways of raising funds, and those who saw his 'Chinese auction' or the auction of the 'Golden Cock', and even the circulation of the famous 'Rubber Chicken' will never forget any of them. Those of us who saw him in the persona of the 'King of Siam', at the National Conference Revival Parties, will have these memories of a fun loving, cheeky, humorous, friend of everyone.

P/C/C Art leaves a gap in the lives of those who knew him. He believed passionately in CPS-ECP, and never held back from giving an opinion, good or not-so-good, on issues affecting it. Both he and Olive enjoyed being with our organization and its members to the fullest. One saying of his many memorable ones, said many times in speeches for CPS-ECP was 'If it ain't fun, don't do it!'. Art – it was sure fun knowing you.

Carbon Monoxide Awareness

Carbon monoxide (CO) is a deadly gas you can't see, smell or taste. CO can come from anything that burns a carbon-based fuel (gasoline, propane, charcoal, oil, etc.) so it can be created by engines, gas generators, cooking ranges, heaters and the like. CO acts a lot like air. It doesn't rise or fall but spreads evenly throughout an enclosed space.

CO comes in through your lungs and cuts off the oxygen supply to your body, causing death in minutes. Be alert.

Symptoms include headaches, nausea and fatigue – but you might think you are just seasick or have the flu.

Here are some tips to help protect yourself and others from CO poisoning:

- Idle your engine only in well-ventilated areas. A tail wind can easily carry CO back on board.
- Heat the cabin or cook when in a well-ventilated area.
- Make sure that cabin extensions and areas fitted with canvas tops are well ventilated.

- Use only fuel-burning engines or appliances that are certified or designed for marine use and make sure they are only used in well-ventilated areas.
- Use a marine-grade CO detector and check its batteries before every trip.
- Be aware that CO can build up when:
 - two vessels are tied to each other;
 - you are docked alongside a seawall;
 - your load causes the bow to ride high; or
 - a fuel-burning appliance or engine is running while your vessel is not moving.

Warning to Swimmers:

CO is not just a risk to boaters. You too can be overcome by breathing CO and drown in just minutes. Areas of high risk are under swim platforms and between the pontoons of houseboats.

--From the Prince George Power and Sail Squadron



John Gullick, AP
Manager, Government and Special Programs

Flyboarding, what is that?

Last year I received a question from a person asking for information about Flyboarding and what type of safety equipment and certification, if any, would be required.

Well, I was stumped because I had heard the term but really knew nothing about this emerging water activity. So, like most other people I went to Google to see what I could find and I was amazed.

A Flyboard is a water jet pack that attaches directly to a Personal Watercraft. The jet drive is removed from the PWC and a length of wide hose is attached leading forward to the front of the PWC and then on to the Flyboard jet pack which is attached to the Flyboarders feet.

Essentially the PWC becomes a jet pump source only. It can no longer manoeuvre and it is towed by the Flyboarder who now becomes the operator.

The PWC, connecting hose and Flyboard jet pack become a composite vessel with the three pieces permanently linked. In some instances the person on the PWC acts as an observer/instructor and in some cases they also have the responsibility of adjusting the throttle under direction of the Flyboarder. In other cases the Flyboarder has their own throttle control.

I have also seen a set up where the PWC is replaced by a simple power drone that is attached to the hose. Here there is no seat for an observer or the Flyboarder if they were to require it.

To see what I am talking about go to:

<http://rockymountainflyboard.com>

To date there are no regulations related directly to Flyboarding. However, when Flyboard Canada recently gave a demonstration to the Canadian Safe Boating Council's annual Symposium in Whistler BC a few regulators, enforcement officers and boating safety instructors made the following observations:

The composite unit is a powered vessel and therefore the operator will require a Pleasure Craft Operator Card (PCOC). Flyboard Canada is also saying that they won't sell units unless the operator has taken a specific Flyboard operators certification course. They are also developing a re-sale agreement that requires a new owner to take the same certification course but this certification is currently not required by law.

Since the power unit is a PWC it was believed that PWC carriage requirements for PWCs would apply, including a reduction in the required equipment if both the operator and observer/instructor were wearing PFDs. Also, because this was a towing situation, albeit in reverse, requirements for an observer and empty seat for the Flyboarder would be required.

Finally, the question of liability insurance came up and no one was prepared to commit an answer. For now, judge for yourself.

2014 Boating Calendar in Support of The Children's Wish Foundation

Canadian Power and Sail Squadrons is again pleased to support the 2014 Boating Calendar program in support of The Children's Wish Foundation. You can order your copies today and help the Foundation in their mission of never denying an eligible child their wish. These calendars make wonderful gifts for the coming Holiday Season. Proceeds from this project go to provide children with life-threatening illnesses the opportunity to realize their most heartfelt wish. The total cost of these calendars is \$25.00 each including taxes, shipping and handling anywhere in North America. So order yours today at: <http://thecommunityfundraiser-com.myshopify.com/products/boating-calendar>.



CPS-ECP Flag Frenzy



Vernon Power and Sail Squadron



Estuaire Saint-Laurent District



Gabriola Island Power and Sail Squadron



Nanaimo Power and Sail Squadron



Pacific Mainland District



Halifax and Alderney Power and Sail Squadrons



Avalon Power and Sail Squadron



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

What do you do when the cottage is closed up for the winter? There are lots of things, of course. Winter activities take hold and, once the snow flies, thoughts of the cottage include either looking forward to the coming summer or back to the one which was.

If you are looking to the coming summer then maybe your winter activities could reflect that. Finding something to do with the local Squadron is always worthwhile. Perhaps even going to the annual CPS-ECP conference is something worth considering. George did.

The trip into Toronto wasn't too bad for George. It was when he got to the hotel that his problems started, although he was eventually able to squeeze his car into the parking garage and get the elevator to the lobby. He even found his way to his room.

It wasn't all bad. He found the displays and the exposition interesting and he enjoyed speaking to some of the folks manning the displays. He hopes that the air/sea rescue folks won't have to go out looking for him.

George's trouble started when he wanted to see the opening ceremonies. They were in a room called Deck 27 on the 27th floor. That should have been easy – just take the elevator to the 27th floor, right? Wrong. George heard that you had to take the blue elevators to the 26th floor and then take another elevator, or the stairs, to the 27th. But George's hotel room used the green elevators. Oh yes, just to add to the fun there were red elevators, too, but they wouldn't get you to Deck 27.

George was contemplating this wrinkle while in the elevator, the green one, when what to his wondering eyes did

appear? A button, marked 26. Lo and behold, he discovered that he could get to the opening after all. Up he went, to the 26th floor, where he found both stairs and an elevator, just as he had heard. Finally, all he had to do was open the door with the foot-high brass 2 and 7 on it and he had made it.

Seeing all the people there, and listening to the letters being read, and especially hearing what was said by the aide to the MP for Scarborough Centre made George realize that he really did want to keep on helping the Squadron.

When George tried to visit a friend, however, he became mystified. There appeared to be no route from George's room to his friend's floor. When he encountered another lost soul, one who professed to have taken Navigation, he became even more worried. George was ready to throw in the towel when he came across someone threatening to produce a chart just to find the elevators.

Now that he's safely home, George is happy to say that going to the conference was a good idea and he enjoyed himself – particularly on Friday night. He's not sure, but he thinks that the Ghost Busters may have interceded to keep the wicked witch of the west from casting a spell on him.



CPS-ECP AGM and Conference

October 22-26, 2013 Toronto, Ontario

As part of the 2013 conference, CPS-ECP celebrated 75 successful years of promoting safe boating practices through the work of many thousand volunteers from coast to coast to coast, whose dedicated efforts have been enhanced by partnerships with other organizations and corporations with the same aims and ideals. Much of the talk centred around change as CPS-ECP looks forward, but attention was also paid to some of the more treasured traditions.

Given that the conference was held at the Chelsea Eaton hotel, in downtown “Hollywood North”, the Friday night party featured a “Name that Movie” contest, costumes replicating famous movies, and the singing comic impressionist Houston Macpherson who replicated many of the more famous Hollywood entertainers. One of the finer moments came when one of the Best Costume award ceremonies had to be temporarily postponed while the winners rushed off to change back from CPS-ECP members to Ghost Busters. “Those costumes are hot,” Serge St-Martin explained.

Conference participants were called on to use all their navigational training to safely manoeuvre around the hotel. Boaters know that red is for starboard, green is for port, but the elevators that were labeled with blue strips posed a challenge. The three sets of colour-coded elevators worked different floors.

One of the most popular convention stops was the Turner Room where Ship’s Stores was hosting a Mega Sale with periodic special sale prices.

Deck 27 was packed with conference delegates for the Opening Ceremony which included well wishes from various levels of government and a ceremonial dipping of the Relay flags into water from coast to coast to coast.

Kudos to the conference organizers. Events ran on time, there was always someone at Registration to answer even the strangest questions, and the organizers never stopped smiling.

Coverage by: Joan Eyolfson Cadham, S,

Photography by: Don Butt, AP



2013-2014 Operating Committee: Front row, left to right, Chief Commander, Joseph Gatfield, JN, National Executive Officer, Robert Pepin, PA. Back row, left to right: National Treasurer, Douglas Stewart, AP, National Training Officer, Carolyn Reid, SN, National Secretary, Cathie Johnstone, National Administrative Officer, Jim Brown, S. Absent, National Law Officer, Charles Beall, Chair, Committee on Rules, David Peebles, P, Past Chief Commander, Richard Bee, AP.

CPS-ECP Volunteer Awards

Howard G. Peck Volunteer of the Year Award

Tracie Berekoff, P, Windsor Squadron, described as "an outstanding volunteer who has made a lasting contribution at the Squadron, District and National level."

Chief Commanders' Citations

Dave Corke, AP, Sara-Jane Raine, S, Pierre Tanguay, N, Dave Peebles, P, Karen Connor, AP, Charles Beall, Joe Gatfield, JN. See photo 1 on page 73.

Fortress Anchor/Natural Marine Officer of the Year Awards

Presentation made by C/C Richard Bee and Bill Milne, President of Alex Milne Associates Ltd.

Three awards, one each from the Atlantic Provinces and Quebec, Ontario, and the Western Provinces

Atlantic Provinces, Sarah-Jane Raine, S, Halifax Squadron

Ontario, Gina Lee, Peterborough Squadron

Western Provinces, Susan Loveless, AP, Mount Brenton Squadron

G. William Bowman Instructor of the Year Awards,

Sponsored by Weems & Plath, named after G. William Bowman who initiated the first Power Squadron Safe boating classes in Canada in 1938, presented by C/C Richard Bee and National Training Officer, Carolyn Reid.

Atlantic Provinces and Quebec, Alan Uren, SN, Halifax Squadron

Ontario, Richard Boldt, Oakville Squadron

Western Provinces, Alan Nourse, S, Kelowna Squadron

ICOM Canada Volunteer Electronic Instructor of the Year Awards, presented by Eric Meth

Atlantic Provinces and Quebec – André J. Roy, Escadrille nautique Québec

Ontario – Michael Hill – Kingston Squadron

Western Provinces – Alexa Stochmal, Nanaimo Squadron

Mary Pritchard Award for Excellence in Distance Education,

The Mary Pritchard Award recognizes a CPS member who has created course content suitable for web-based delivery, or promoted marketing of distance education courses or developed innovative new techniques or development of outstanding graphics appropriate for web-based courses.

Awarded to Serge St-Martin, JN.

Natural Marine Training Award

This trophy is donated by Alex Milne Associates Ltd., a supplier of environmentally-friendly marine products and a firm supporter of the objectives of CPS-ECP. The competition is at the squadron level. It is presented to the STO and his/her instructors & proctors who help to achieve the highest % of successful students in the Boating essentials examination in 2012-2013. The trophy is maintained at HQ, a keeper trophy was presented to : Victoria Squadron, Vancouver Island South.

Recreational Vessel Courtesy Check Awards

RVCC program volunteers checked more than 1500 vessels whose owners agreed to a safety check, at boat ramps, yacht clubs, marinas and other on-the-water venues across Canada.



Top District – Western Ontario
 Top Squadron – Tillsonburg Squadron
 Top Individual, Third place, Doug Robinson, Tillsonburg Squadron, Western Ontario District
 Top Individual, Second place, James White, Vancouver Squadron, Pacific Mainland District
 Top Individual, First Place, Peter Barbour, Tillsonburg Squadron, Western Ontario.

Life Member Awards

2,312 Merit Marks were awarded in 2013. Thirty-five CPS-ECP members earned their Life Member Award. Two were present to receive their 20th Merit Mark, a Life time Membership Card, a Life Member Flag, and a 20 Year Longevity Pin. The other Life Memberships were presented at Squadron or District Functions. Receiving their Life Member Award at the 2013 conference were Clifford Rayment, N, Don Valley Squadron, and R. John Garside, AP, Don Valley Squadron. See photo number 2 above.

Retiring Members of the Governing Board

P/C/C Malcolm Blann, AP, Governing Board, National Administrative Officer, Catherine McLeod, AP, General Director, Andy Myers, P, Annie Cook, Recording Secretary.

Environment Award, sponsored by Natural Marine, Juan de Fuca Squadron.

Squadron Membership Award, Ottawa Squadron. See photo number 4.

Marketing Award, Oakville and Peterborough Squadron.

MAREP awards, Best District Effort: Atlantic. Best Individual Effort: Peter Carlisle. Best Squadron Effort: Fredericton Most Improved District: Atlantic.

Ref Reid Award

This competition is at the Squadron level and goes to the Boat and Engine Maintenance instructor having the most successful class in 2012-2013. This award was donated by family members in honour of the late Ref Reid, a long-time, distinguished member of CPS-ECP. Brian Lumley, Ashbridges Bay Squadron, York East District. See photo number 3.

Beldon W. Fox Award

This competition is at the squadron level for the most improved results and performance in Advanced and Elective Courses during 2012-2013 in relationship to the total membership. The trophy is maintained at the National Office, a small keeper trophy was presented to: Brentwood Bay Squadron, Vancouver Island South District

S. Gordon McCandlish Award

This competition is at the district level for the most improved results and performance in Advanced and Elective Courses



during 2012-2013 in relationship to the total membership. The trophy is maintained at HQ, a small keeper trophy was presented to: Vancouver Island South District.

Retiring Members of the Training Department

These gentlemen have continued to serve faithfully in CPS-ECP. They have both represented us as Chief Commander in the past years, and then returned to work in the Training Department: Tony Gardiner, SN – Course Director for Advanced Piloting – 5 years and Serge St-Martin, PA – Chair of French Editorial Review – 6 years. See photo above.



Vera Booth

In 2009, Vera Booth of Don Valley Squadron received her 50 year Merit Mark and Longevity Pin. During the 2013 Training Luncheon, Vera was recognized for receiving her 54th Merit Mark. Vera was the wife of Past Chief Commander Bill Booth, N, but she was also a dedicated CPS-ECP member and volunteer in her own right. Together, Bill and Vera earned 107 years' worth of Merit Marks. Vera Booth passed away on Saturday November 16, 2013. See photo above.

Tracie Berekoff CPS-ECP Volunteer of the Year



Howard G. Peck Volunteer of the Year Award

Tracie Berekoff, P, Windsor Squadron, described as “an outstanding volunteer who has made a lasting contribution at the Squadron, District and National level.”

Tracie is the CPS-ECP Chair of Youth Education and the National Conference Committee.

Tracie has also help Windsor Squadron organize events such as graduations, seminars and winery tours. As a member of the Windsor Squadron Courtesy Check team Tracie conducted the most number of checks that helped Windsor Squadron become the top Courtesy Check Squadron in 2012.

In addition to CPS-ECP volunteer work Tracie teaches at the annual Women's Challenge in Windsor with three nights of boater training and an end of session regatta. Tracie has also marketed and fundraised for Dragon Boat Race for the Cure.

Heard around the conference rooms

“When I addressed the AGM in Halifax in 2011 and again in Edmonton last year I spoke of change. I spoke of the need for change and the need to embrace change. A lot has happened in the last two years. Some of the major accomplishments I spoke of last year in Edmonton were the launch of our online PCOC course, splitting our Boating course into Boating Basics and Boating Essentials, hiring a new Executive Director and the Internal and External surveys to research the needs of Canadian boaters.

“The last year has also seen many changes. The Organizational Effectiveness Committee, under the leadership of National Executive Officer Joe Gatfield spent hundreds of hours reviewing the new Not-for-profit Act, our Governance structure and our bylaws and regulations. They have delivered a governance framework that not only meets the requirements of the new Not-for-profit Act but renews and revitalizes our governance structure at the National level and positions CPS-ECP for the future

“As an organization we have continued to invest in new technologies. The training department has been using electronic meeting software for monthly meetings and the Operating Committee has utilized go-to-meeting software for a recent budget review meeting. Next year the June Operating Committee meeting will be a virtual meeting. The use of electronic meeting software not only reduces expenses but improves communication and speeds up the decision making process. We are venturing into the eBook world and in our marketing efforts we are using Google ad words to help drive traffic to our website. A new public course website was recently implemented with the goal of making it easier for the public to find and register for our courses.”

P/C/C Richard Bee, AP, giving his AGM Chief Commander's report

“We should award an extra star on the SN if they can safely navigate all the rooms.”

A CPS-ECP delegate trying to find the correct colour-coded elevator

“Compliance with the new Canada Not-for-profit Corporations Act will necessitate changes to the Governance structure of the Corporation. In this, our 75th Anniversary year, this requirement has provided the Corporation with a unique opportunity to bring our governance model forward

into the 21st century. As a first step in this ‘new direction’, the Articles of Continuance (transition) and the new By-laws not only comply with the NFP Act, but provide us a roadmap for our future.”

Part of the Notice of Motion regarding approval of the new Articles and By-Laws. The motion passed.

“We will celebrate our 100th anniversary in Jacksonville, FL the last week of January, 2014. Being 100 years old has its advantages and disadvantages. There's all the tradition and the old ways of doing things. You have to hang onto the tradition and change the old ways.”

Chief Commander John Alter, SN, USPS, who headed a large contingent of USPS members in Toronto for the CPS-ECP 75th Anniversary.

“At 1:30, Joe Gatfield is holding a course on How To Navigate This Hotel, with chart work on the Green and Red elevators.”

Overheard during the Governing Board meeting

“The two governments need a harmonization project for recreational boating. We have different standards for what is acceptable. We need a common set of standards, approved by both countries. . . You volunteers deserve the credit, North America-wide, for the declining boating fatalities.”

Jeff Hoedt, Chief, Boating Safety Division of Auxilliary and Boating Safety, United States Coast Guard.

“If they get lost in the hotel, should we strip the SNs of their certification?”

Heard somewhere between the red and the blue elevator



2013 Conference and AGM Competitions

Division 1 Training Aids

First prize, Anchor Demonstration, Dave Corke, London
 Second prize, Model of Navigation Aid/Light, Bill Weller/Barry Ensign, Nanaimo
 Third prize, Study for Boating Basics, Byron Buie, Fraser

Division 2 Navigation Aids

First prize, Tool to Convert True/Magnetic, Barb Hoffstrom, Nanaimo

Division 3 Crafts

First prize, 75th Anniversary Bag, Margarite Berry, Kelowna
 Second prize, Knitted Pocket Storage for Head, Doreen Hinksman, North Halton
 Third prize, Knitted Sweater, Margarite Berry, Kelowna

Division 5 Publications

First prize, The Quarterdeck, Julie Ryder/Yvonne McCoach, Port Moody
 Second prize, The Skipper, Brian McCulloch/Scott Homan, Goderich

Division 6A Photography

First prize, Morning Mist, Giny Etzel, Barrie
 Second Prize, Rigging, Burt Worth, Orillia
 Third prize, Winter Repair, Doreen Hinksman, North Halton

Division 6B Paintings and Drawings

First prize, Dulcer Rock, Tony Cook, Toronto
 Second prize, Province Bay Trawlers, Susan Mellow, Peterborough
 Third prize, Seagull's Nest PEI, Susan Mellow, Peterborough

Best of the Web

CPS Portal
 First prize, Port Moody

Non-CPS portal

First prize, Fraser
 Second prize, Midland
 Second prize, White Rock

"That Others Might Live"

— you and the national search and rescue program

Major Marty Zimmer, Officer in Charge, Joint Rescue Coordination Centre Trenton

Major Zimmer presented the seminar on Air/Sea Rescue at the CPS-ECP conference

It is a statistical inevitability that flying and boating activity in Canada increases as we slowly leave winter behind. Since these types of activities inherently involve some risk, an overview of Canada's National Search and Rescue Program may be of interest.

An integral part of this system is the work done by the Joint Rescue Coordination Centres (JRCCs). This article covers the role of the JRCCs and their SAR mandate.

In 1986 the Government of Canada directed the establishment of a National Search and Rescue Program (NSP). The NSP is a co-operative effort by federal, provincial and municipal governments along with other search and rescue (SAR) organizations. As part of this program the Royal Canadian Air Force (RCAF) and the Canadian Coast Guard (CCG) have been federally mandated to provide a SAR response for all Aeronautical and Maritime (Great Lakes and Coastal Waters) incidents within the Canadian Area of Responsibility. Response to marine incidents that occur within inland lakes remains the responsibility of the Provincial and Territorial Authorities.

To deal with Canada's vast geography, the country has been divided into three Search and Rescue Regions (SRRs), each with its own JRCC responsible for coordinating all SAR responses for incidents within their respective region. Each JRCC is staffed 24/7 with seasoned RCAF and CCG personnel who have significant SAR experience and work jointly to prosecute SAR incident responses. The JRCCs are directly linked to SAR crews and squadrons in key parts of the country who employ aircraft and vessels along with other equipment to carry out their missions so that others may live.

As an example of the scale of operations in Canada, the three JRCCs across the country handle on average, a yearly case load of ten thousand incidents within their Area of Responsibility (AOR). JRCC Trenton investigated 4110 of these incidents in 2012, with, in some cases, more than 100 incidents occurring during a single weekend.

The RCAF has two Primary SAR squadrons within the Trenton SRR, 424 Squadron with CC-130 Hercules fixed-wing aircraft and CH-146 Griffon helicopters in Trenton, and 435 Squadron with CC-130 Hercules in Winnipeg. Both these squadrons are fully trained in SAR

and maintain a primary SAR Standby posture 24 hours a day, seven days a week.

SAR response posture is immediate at all times, and the crew that is on standby must aim to be airborne as rapidly as possible when they receive the call to action. The crews maintain a 30-minute and two-hour posture throughout the week. The heightened 30-minute posture is shifted throughout the season to correspond to the higher periods of incidents.

RCAF aircraft that launch from primary SAR squadrons have Search and Rescue Technicians (SARTechs) on board who are capable of penetrating an incident scene by parachuting from an aircraft or being hoisted down from a helicopter. These SARTechs, highly visible in their orange flight suits, are trained to act as the first responders to immediately assist those in peril and provide advance trauma care. The CC-130 Hercules can dispatch supplies, clothing, food, radio equipment, life rafts, survival kits and pumps. It also drops flares for night illumination. Equipped with significant fuel reserves, this aircraft can remain airborne for up to 14 hours, allowing it to reach all corners of the Trenton SRR.

Although there are only two Primary SAR Squadrons within the Trenton SRR, additional aircraft from the RCAF and other federal departments can be tasked to support an ongoing SAR case. In addition, volunteer aviation and marine organizations such as the Civil Air Search and Rescue Association (CASARA) and Coast Guard Auxiliary (CGA) contribute greatly to providing qualified search crews for SAR cases that involve extensive search areas.

Through close coordination, Canada's other JRCCs will often lend their primary SAR resources to support a SAR incident in another SRR. Commercial charter companies are also available to assist in responding to remote parts of our country. So despite the immense area, multiple resources are scattered throughout the land.

Aeronautical alerts usually come in the form of an overdue aircraft, airborne emergencies, reported forced landings and Emergency Locator Transmitter (ELT) activations. Most false alarms are resolved with a combination of sleuthing and phone calls but often the launching of valuable SAR air assets is required to investigate the ELT source.

Maritime alerts usually come from the MCTS following a Mayday or emergency call from a vessel, reports from a concerned citizen often through 9-1-1 Centres or through the activation of an EPIRB. For those incidents that are not resolved during the early stages of the investigation,

the JRCC tasks marine assets to provide a timely response. The CCG provides primary marine SAR assets to respond to SAR incidents. These primary SAR assets include SAR Cutters and Inshore Rescue Boats. In addition the JRCC may call upon other CCG or federally owned vessels, police, fire departments and /or volunteer organizations to assist in resolving the situation.

The National SAR Program is comprised of many dedicated men and women with extensive SAR backgrounds who work around the clock in the JRCCs and at response units across the country.

Fundamentally, everyone has a role to play when it comes to preventing SAR or ensuring they can be rescued. Provided one's aircraft or vessel is well maintained, rescues have the greatest odds of success when notification time is quick

and probability of survival is high. In most cases, travelers equipped with sufficient approved emergency and survival gear stand the best chance of being rescued.

Canada's SAR system is among the best in the world and crews with the RCAF, CCG and other partners train continuously in all elements and environments to save lives. Delivering service for incidents across 18 million square kilometers is no small task, but Canada's dedicated professionals and volunteers remain committed and ready to respond whenever and wherever they may be called.

Looking Back

– the CPS-ECP Headquarters

It was 1965. CPS-ECP had 7,000 members in 95 Squadrons. And, CPS-ECP had a new headquarters where the focus was on getting ready for orders for the new training season. However, Chief Commander W. M. Booth sounded frustrated.

In an article in *Port Hole*, he reminds the Squadrons that the Governing Board had hoped to avoid open market mortgage costs for the new building – a first, because CPS-ECP had been renting space at 407 Royal York Rd., Toronto 18. “What better way is there than to let every person associated with CPS take part?” he had asked in a 1964 *Port Hole* article directed to all Squadrons. The proposal was for Squadrons to lend Squadron funds to CPS, with a promise that squadrons who needed their money could get it back within 30 days. There was also a proposal for member donations. \$10 per member, said C/C Booth, would more than cover the cost of the land and the building. Total cost was projected to be \$55,000.

A year later, with the building completed in time for the conference, C/C Booth reports that, “The response has been less enthusiastic than we had hoped. Less than 50% of the Squadrons and 10% of the membership have contributed to date.”

C/C Booth went on to detail the savings that would be made because of the new building – holding the training seminar in September in the new building rather than paying for room in a downtown hotel, three governing board meetings also to be held on site. “These four meetings will save us several hundred dollars a year,” he said. “Providing we do not have to go outside the organization, [our building] should



cost us less per month than we presently pay to maintain our rented quarters.”

Frustrated or not, C/C Booth concluded his report with a rallying cry that still resonates at the end of celebrations for the CPS-ECP 75th anniversary. “We have come a long way from the pre-war days when a few enthusiasts in Windsor started what is today a thriving organization,” he said, “but we still have a long way to go to teach the gospel of safe boating.”



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