

THE PORT HOLE

WINTER 2015

**One drop,
many ripples
one girl's trek
across Lake Erie 58**

**Full
conference
report
71-77**

IN THIS ISSUE

**CPS-ECP new era in
boating education 57**

**Three Days of intense
boater experience 64**

**Wooden boats in
Saskatchewan 66**

Windshifts 52

Vantage Point 53

Mail Call 54

Just Ask John 55

The Cottager 69



Photo: Thomas Quine
Green Lake near Whistler, BC



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



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

I don't know what year it was when my late husband, Jack Cadham, took his first CPS-ECP course. I do know that by the time we started dating in 1980, he was a confirmed CPS-ECP member and there was no question – that was Jack's life, and, by extension, it would be mine, too.

Given that my first sailing partner had proven the need for boating knowledge – for many years, he believed that learning by guesswork was the approved system – and given that I was about to become *Hirondelle's* crew, I knew I needed the information.

It wasn't easy. I had a houseful of teenagers and I worked shift work at a residence for emotionally disturbed pre-teens. Juggling shifts so that I could attend classes and Squadron events was a full-time challenge. Trade shifts. Take time back. Book a vacation day. I did it all.

However, for several years, that's what we did. Jack took esoteric courses heading towards his JN. I took the practical ones – weather, maintenance, marine radio. We volunteered. We attended Squadron events and national conventions. We hung out with other CPS-ECP members.

I remember the day when I woke up thinking, "Is that all there is?" I wanted to branch out, do some skiing, establish myself as a freelance writer, widen my circle of associates. We didn't abandon our CPS-ECP membership, but we did back off somewhat, each of us picking one or two volunteer activities that fed into our particular passions.

I mention this because so much of the talk during the recent national conference was about finding students and retaining members.

Jack was working towards his JN, but I quit taking courses. I was still working shift work, and trying to fit in writing time. The on-going struggle to juggle that consistent free night was just too much effort.

And that's why I think so long and hard about our potential students. There's also a fresh personal reason. My kids, now adults, have all been involved in boating of some kind. Inga said that when she and Michael needed to get their PCOC card, they seriously tried to go the CPS-ECP route. It simply didn't work. They both work odd hours, and their days off sometimes don't match. There was no way that they could fit their schedules into the course schedules of nearby Squadrons. They both work weekends; even a weekend seminar wasn't going to be the answer. So – they went with what they felt was the only route open to them – the commercial PCOC. They passed, of course, and are perfectly legal. However, Inga is very aware about the gaps in their knowledge. (Check out her story in this issue, *The Three Graces*, where she describes those gaps in her own inimitable way.)

Online courses and virtual classrooms are made for boaters like Inga and Michael – and for thousands of other boaters who know they need more information, solid, reliable information – but have jobs that compete with classroom lectures. They are also a boon to young parents whose evenings are filled with another pressing need – ferrying their children to sports practice, music lessons, dance practice, and drama club.

There's a third group that just might delight in online courses and virtual classrooms. I can't possibly be the only CPS-ECP member who wonders whether his or her (or my) boating knowledge is outdated. I would be delighted to take an online course – and, no, I wouldn't take the exam. The course would be, as Carolyn Reid said during her AGM report, for the knowledge.

"We need to go to the boater where the boater lives," Chief Commander Robert Baldrige, SN, USPS said during his talk at the AGM. I couldn't agree more.



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

A year ago as the Members of CPS-ECP overwhelmingly accepted our plan to move forward with the acceptance of new Articles of Continuance and By-laws, I committed that we would continue to build on our past strengths and traditions and that we would navigate safely and securely as we transition to a new and vital CPS-ECP. We have done just that and on July 15th, Canadian Power and Sail Squadrons/Escadrilles canadiennes de plaisance received its official notice of Continuance. **CONGRATULATIONS.** We celebrated 75 years of remarkable history and contributions in Boating Safety Education to the public of Canada and the Members of Canada's leading Volunteer Boating Education Organization last year and this year, we move forward. If you recall, as we travelled the country explaining the process we were going through in meeting the mandate of the new Not-for-Profit Act, we likened it to building a new home. The home is now built and we have moved in. As in any new home, there is a settling in period and then you "adjust" to your lifestyle... time will tell whether we change the colour on the walls, or the carpet on the floor, but our home is your home and you have built it. Thank you for your confidence and your support as we could not have accomplished this without you.

The one most important item of consistency that we filed with our Articles of Continuance was the Objects of the Corporation... they remained unchanged from the original filing in 1947. As I have often stated, we are that

lighthouse on the shore... through your continued efforts, you have and continue to bring boaters home safely.

CPS-ECP has now elected its first Board of Directors and Executive Committee. Progressive change is healthy and with the new Governance Structure comes new and revised responsibilities. The National organization of CPS-ECP is not just a Board and Executive Committee, it is the Membership, the Squadrons, the Districts and our Partners and Sponsors who are all vital in maintaining the Mission and Values of CPS-ECP and our ongoing continued success.

During the recent National Conference there were many questions about the home we were moving into and where we were going to place various items within the home. I am pleased that these were all furnishing issues as opposed to structural issues. Moving after

Moving after 75 years is not easy in anyone's life, but when you move, you take with you your legacy, your traditions and practices

75 years is not easy in anyone's life, but when you move, you take with you your legacy, your traditions and practices... modified to suit your new surroundings.

I am pleased to be able to continue to navigate CPS-ECP through our settling in period and be able to see that shining light that will bring us ashore safely having completed this journey.

My and our journey continues together... we are all that lighthouse on the shore and we will continue to bring boaters home safely.



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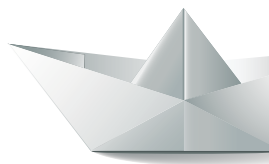
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Jim Smith, Saskatchewan Squadron

I am the charter Commander for the Saskatchewan Squadron and the current Squadron Commander since volunteering for that role at our AGM on June 17, 2014.

I've found that our operations have changed since 1991 but our goals are still mostly the same. We want to make friends in boating, have FUN and teach other boaters how to enjoy this activity safely and let their new-found knowledge increase the pleasure they experience as pleasure boaters.

When we started our Squadron, we were on very shaky legs. We passed everyone in our initial boating course (the exam was on May 9, 1989), which gave us the exact minimum number of Boating Course graduates to form a Squadron (February 23, 1991 at HMCS Unicorn, Saskatoon). One of our students was the 12-year-old daughter of our instructor. She joined.

We had very little money at the start. I remember Treasurers' Reports presenting totals of less than \$10.00. But we succeeded and over the years we've done quite well.

Our prairie environment isn't all that welcoming, either. Most of the boats in Saskatchewan are smaller runabouts or fishing boats. We have very few marked channels or buoys and only Lac la Ronge has a chart. Most of our larger boats are sailboats at the Lake Diefenbaker Yacht Club on Lake Diefenbaker and they are members of the Canadian Yachting Association. At the time we started, CYA was another competitor in the training area.

We did just fine, however, and guided a good many eager students through the Boating Course and several other courses. I wandered a respectable distance away from our Squadron, but always retained my membership and my interest.

Along came PCOC! All of a sudden we found ourselves competing with our own government for students, and as usual they had set themselves up with several advantages. Firstly, their course is mandatory. Not ours. Second, their course is very low

cost. Ours are comparatively pricey. Third, their course is pretty easy. Again, ours takes several sessions followed by a challenging exam. Finally, they have described their course with the term "Proficiency". By comparison, our courses are PhDs.

The masses were not impressed with these new regulations; they viewed it as another tax. Most determined to get these government-mandated cards as cheaply as possible while learning as little as possible. Last year, we had zero enquiries about our Boating Course.

By the time our AGM rolled around we had members who thought we should shut down the Squadron while others were ready to try some fresh ideas first. We are making some changes.

I took on this role with the promise of a year off for the entire Squadron. We will not offer any courses over this winter. We are still making plans; no holiday from planning.

We are re-activating both our Facebook page and, with help from D/C Clark Berry, we'll also be re-opening our Squadron website so we can participate fully in the Web Based Administration System.

We'll offer courses in 2015, two for starters, Marine Radio course in the Lake Diefenbaker Yacht Club clubhouse at Elbow, Saskatchewan on June 13 and 14, 2015, and Boating Essentials at Saskatchewan Polytechnic in Saskatoon on September 15, 2015. We want to get both courses listed on www.boatingcourses.ca.

We'll also place posters in all the local boat dealers, fishing and sport shops directing people to our websites. This also allows us to introduce ourselves and establish more contact with the local boating industry people, explain to them who we are, what we do and promote the value of our great courses.

And we'll have fun every step of the way. We just had the Squadron over for a BBQ. It was a big success; we have found some new energy.



John Gullick, AP
Manager, Government and Special Programs

Enviro Friendly Cleaning Products

When attending Spring Launch or Winter Layup activities I get asked from time to time how best to get rid of that grease and oil residue that seems to grow around engines, bilges and waterlines. There are many degreasers, bilge and hull cleaners on the market but most just emulsify the oil and grease and then leave it lying on the ground to soak in and create an environmental problem.

As recreational boaters we are all responsible to ensure that we leave as small a footprint behind us as possible and the use of environmentally friendly products is one of the best ways to do that. At your marine store look for the EcoLogo on certified products.

I recently ran across a really great solution. On Saturday May 10, the Trent Severn Antique and Classic Boat Association held its annual Show and Tell Gabfest and BBQ. About 45 club members and friends attended and we enjoyed a great sunny day of friendship, food, tall tales, lots of Q&A and a special presentation given by Brian Blondin and Bob Gossling from Golden Enviro Products. They presented a live and very practical demonstration of one of their main environmentally friendly cleaning products, BIM 200.

First we tackled the bilge of one of their member's newly re-finished Chris Craft. A quick spray application, twenty minute wait and then a power wash produced excellent results, even without scrubbing. It was great to know that the product would not penetrate wood that had been properly sealed with varnish or wax so we did not have to worry about overspray. Anything that ended up on the ground would just continue to eat away at any oil that had dripped from standing vehicles.

Here I have taken material from their product information:

BIM 200™ cleaner and degreaser is an effective, environmentally safe and fast way to clean oil, grease and fuel spills, splashes and stains. Its versatile applications help clean the

toughest penetrating stains on many surfaces while digesting hydrocarbons. BIM 200™ sets a new standard for cleaning and deodorizing hydrocarbons by combining the power of microbes with a unique surfactant system that is approved as biodegradable and environmentally friendly.

It is also good to note that BIM 200 is UL Environment and EcoLogo certified. BIM 200 is also LEED certified by the U.S. Green Building Council and BIM 200 was the 2012 CASBA award winner for safeguarding the environment.

BIM 200™ can clean up oil and gas spills, grease spills, motor oil, diesel fuel and hydrocarbons. Use it on trucks, cars, heavy equipment and agricultural equipment. It is ideal for furnace oil leaks and spills in the home, workshop, garage floor and driveway. Use for emergency applications after accidents to quickly clean up oil and gas spills and in mechanical shops, manufacturing facilities and garages where oil and fuel spills are frequent. It penetrates tough spills on porous surfaces such as concrete and brick.

To demonstrate this we then sprayed BIM 200 onto a large oil stain on the workshop floor which had been growing under the garden tractor that was kept there over the winter. Within minutes we saw the oil disappearing without even scrubbing. We let it sit for twenty minutes and power washed it down. The surface oil was gone. We then resprayed to let the microbes work away at gobbling up the oil beneath the surface. Ten days later the stain was almost gone.

Pristine lake waters contain many thousands of naturally occurring bacteria per litre. These naturally-occurring bacteria maintain the fertility of soil, they transform minerals and nutrients in water and sediments, and degrade leaf litter and other plant materials producing materials useful to other organisms. The microbes in BIM 200 metabolize oil and gas products, converting them to water and harmless gasses.

Plastic beads now in Canada's fresh water sediment

Joan Eyolfson Cadham, S
Saskatchewan Power and Sail Squadron

They are tiny beads, microbeads, multicoloured, made from the most commonly used plastic, polystyrene. They are found extensively in cosmetic products, in facial washes, shower gels, and in tooth paste, where they serve as exfoliators, scrubbers and whiteners. The tiny beads have been found in the world's oceans, but more recently, and for the first time, they have been discovered in fresh water, in the sediment of Canada's St. Lawrence River and Lac St-Francois.

Scientists have long known that microplastics are contaminating the world's oceans, but samples have always been taken from the surface water. More recently, a team of researchers from McGill University and the Quebec government dug into the bottom of the St. Lawrence River and Lac St-Francois, and counted more than 1,000 microbeads per litre of sediment. To compound the problem,

researchers explained that they were looking for the larger beads, which means that countless numbers of smaller ones might have gone undetected.

The discovery was almost accidental. The research team was collecting sediment from 10 sites along 320 kilometers of the St. Lawrence River in order to study an invasive species, the Asian Clam. During this work, they noticed that almost all the sediment held the beads. That finding shattered previous understanding that, rather than sinking to river and lake bottoms, the plastic beads would be washed out into the oceans.

The microbeads collect toxins and, therefore, can be a hazard for fish that swallow them. The McGill team will now study how much of these toxins are in the food chain.

Meanwhile, Illinois has banned the sale of cosmetics that contain microbeads. Illinois is the first state to pass such a law, which is being called for by Quebec's Green Party where leaders hope that a few state or provincial bans could lead to a uniform ban across North America.

WINTER AND ICE HAZARDS

T. Milne Dick N, Midland Power and Sail Squadron

Ice, as we all know, dominates our waterways in winter. It cannot be emphasized strongly enough that nowhere is an ice cover 100 per cent safe. This is why:

Ice forms when the water surface temperature falls to 0° C.

In lakes, once an ice cover forms, there is usually a top layer of water at zero degrees sitting on top of a layer of water near 4°C, a temperature at which water attains its maximum density. The difference in density between the water layers is very small, but it is easily disturbed, bringing 4° C water in contact with the ice.

In rivers, owing to the turbulence of the flow, there is no such layering and, when ice forms, all of the water is at 0° C.

There is always a risk of failure in an ice cover. In our area, despite the ice cover, atmospheric pressure gradients over the lake may cause water to flow both ways in the connecting channels which are very numerous around here. Warmer water at 4°C can be brought up to melt or to thin the ice cover. This principle is used when air bubblers are installed to

keep areas ice free. Open water may occur (polynas), creating new and unforeseen major hazards, especially when traveling over the ice at night.

Sewer outfalls and springs also keep areas open or cause thinner ice.

In rivers that are frozen, there is no layering of the water. All is at zero degrees. However, ground water supplying the flow is warmer and may also cause thin ice.

Sewer outfalls may cause thinning of the ice. The thermodynamics of ice covers clearly show that warnings about ice and the inherent dangers are not issued lightly and without cause.

There are other issues in addition to ice thinning. Loads on the ice, humans, skidoos or cars cause the ice to sag, as it must, to support the weight, but it is easily disturbed, bringing 4° C water in contact with the ice. In rivers, owing to the turbulence of the flow, there is no such layering and when ice forms, all of the water is at 0° C.

Given the always present dangers, certain strategies should be adopted to avoid or survive accidents. Ice thickness should

be checked, survival gear for immersion in freezing water should be worn. Travel at night is not advisable except perhaps on a well-marked and used track. Children are especially vulnerable and should wear a personal flotation device and be supervised.

Some guidelines for relatively safer thicknesses in hard, blue ice:

- White opaque ice has high air content and is not so strong as hard blue ice, perhaps by a factor of two.
- Grey ice indicates water in the ice and is not to be trusted.
- For hard, blue ice, avoid going on ice less than four inches or 10 cm thick. With a skidoo, the ice should be at least 12 cm or five inches thick. An automobile needs 20 to 30 cms, or eight to 12 inches.

Data taken from a card issued by the Ontario Snowmobile Safety Committee. Article originally published in the Midland Squadron True Course magazine, used with permission



The Boating Skills Virtual Trainer is funded by a generous grant from the CPS Foundation.

CPS-ECP new era in boating education

John Hinksman, SN, CPS Foundation Chair
Oakville Power and Sail Squadron

CPS-ECP has acquired a Boating Skills Virtual Trainer (BSVT). This is a simulator model jointly developed by United States Power Squadrons and Virtual Driver Interactive. This unit will allow boaters to practice the basics of recreational small boat handling. At this time it represents a center console single engine runabout type boat.

The program consists of nine preplanned lessons that cover basic manoeuvres and safe boating practices: Docking, Slalom Course, Crossing/Overtaking other vessels, Departing dock, Manoeuvring in Fairways, Pivot Turn, Mooring, Emergency Stop, Trim control in throttle, Night manoeuvres with crossing/overtaking lights, and controls to change wind and current direction and strength.

The boat can be driven all over the virtual lake which is three miles by four miles. Exercises begin at certain points and are designed to be instructor-led. Development is continuing to add other features in the not too distant future.

The BSVT embodies high end technology featuring three computer screens with a selective rotating field of vision close to 360 degrees.

It has a responsive steering wheel with console switches for horn and navigation lights and a Mercury Marine throttle. It reacts to variable settings for trim, current and wind. On the dashboard you see your compass, tach and speedometer. Students may manoeuvre through simulated exercises in a virtual environment, without the risks of a real boat on the water. The helm seat can be set up on a regular desk or conference table.

This unit is now available for use at Boat Shows or any other venues that will attract students to take CPS-ECP courses. Contact CPS-ECP National Office reservations and availability.

AT A BOAT SHOW NEAR YOU

The Boating Skills Virtual Trainer will be on a boat show tour this winter for attendees to gain hands-on experience and learn new manoeuvres, without the risk.

Take the helm at the CPS-ECP booth during the following shows:

Toronto International Boat Show, January 10 – 18

Vancouver International Boat Show, January 21 – 25

Montreal Boat and Watersports Show, February 5 – 8

Halifax International Boat Show, February 19 – 22



ONE DROP, MANY RIPPLES:

One girl's trek across Lake Erie

Kristen Jerry, Port Dover Power and Sail Squadron

Determination, courage, perseverance and dedication are all words that can be used to describe someone who is not even five feet tall. At age 14, Annaleise Carr started a journey to improve the lives of kids suffering with cancer. After attending a swim fundraiser at Camp Trillium, a privately funded camp for kids suffering with childhood cancer and their families near Waterford, Ontario, Annaleise wanted to volunteer but was told she wouldn't be able to do so until she was 18 years old. Not to be deterred, she found her own unique way to volunteer. So, what did she do? Using her passion for marathon swimming, she took up the challenge and swam

52 kilometres across Lake Ontario in August of 2012 and raised over \$250,000 for the camp.

Fast forward a year to May 1, 2013, Annaleise spoke at the Port Dover Power and Sail Squadron's annual general meeting, sharing her story about Camp Trillium and her crossing of Lake Ontario. Through photos and video of her crossing, our membership of avid boaters got to experience the frigid and unforgiving waters of Lake Ontario with Annaleise as if they were members of the crew. Annaleise, a Norfolk County resident, was surprised to discover such a knowledgeable group of the boaters within the membership of the Port Dover Squadron, all in her



Aerial shot of Annaleise's arrival in Port Dover on September 1, 2014. Photo Credit: Tim Warris Photography

own backyard. It was evident to her that if she were to take on another lake, the boating knowledge within that small room was exactly what she needed to make the crossing successful and safe. Little did anyone know that the “New Lady of the Lake”, as she was dubbed by Marilyn Bell, the first person to swim across Lake Ontario in 1954, was going to take on a challenge a little closer to home.

Annaleise Carr's Radical Crossing 2.0 – “One Drop, Many Ripples” Lake Erie (July 25 to 26)

Annaleise approached me a few months later via Twitter, indicating that Lake Erie would be her next challenge and she would require support boats to escort her across in accordance with open water swimming regulations. She would take on a 75 kilometre swim from Erie, Pennsylvania, USA to Port Dover, Ontario. This feat would be the longest crossing of this Great Lake. Within a couple of weeks, the Squadron was able to provide three boats – two sail boats and one powerboat, plus more than 12 of our members to crew on the crossing. All boat support was in place a complete year before the date that Annaleise wanted to cross which allowed for a

relationship to be formed between Annaleise, her family and the crew itself.

A total crew of 34 was assembled, made up of Port Dover Squadron members, kayakers, boat crew, doctors, swim masters and pace swimmers. The crew spent countless hours preparing. The process started in meeting rooms, creating plans, organizing the flotilla and plotting the course. Once the weather improved and the boats were afloat, practices moved to the water.

Thanks to the extensive knowledge garnered through our CPS courses, our members on the crew were able to lend their expertise to plotting the crossing from Erie to Port Dover safely, ensuring there was safety equipment for all members of the crew and they used their knowledge of the weather to watch the sky. The crew participated in two day-time practice swims and one night-time practice that allowed them to test equipment, identify their roles and to ensure the safety of the swimmer.

It was evident through the practice sessions and events the crew attended, that a strong bond was very quickly established with Annaleise and that she had our full support

*Port Dover Squadron's
tremendous commitment
of support quickly
elevated us from being a
sponsor to being a partner*



Annaleise swimming with determination during her trek from Erie, PA to Long Point, ON.

before she even set out on the crossing. The Port Dover Squadron's tremendous commitment of support quickly elevated us from being a sponsor to being a partner for this incredible event. As a Squadron, we felt that we were not just helping Annaleise on her fundraising marathon swim but she was also sharing the message of always being safe on the water and would make a great ambassador for us. At a crew social on June 8, I was proud to present Annaleise with an honorary membership and our Port Dover Squadron pennant.

After many months of preparation, the crew headed to Erie, PA on July 24 and set their sights on making the record-breaking crossing the following morning. Some minor time changes were necessary due to an approaching storm front but Annaleise and her crew departed Budney Beach in Presque Isle State Park in Erie, PA at 05:21 on July 25 to begin the long trek home. There are many rules that govern marathon swimming. Annaleise was not able to touch any of the boats or the crew or wear a wetsuit. The crew could not touch her or offer any type of physical support.

An infraction of any of the rules could result in the swimmer being disqualified. In order to keep up her energy, she received liquid through a tethered water bottle and solid food such as sandwiches from a lacrosse stick supplied by her coach who stayed in a zodiac that never left her side. The first five hours of the swim was a lonely time as Anna-

leise was required to swim alone. Once the five hour mark had passed, her spirits were given boost as her pacers (other swimmers allowed to join the solo swimmer) were able to enter the water and swim alongside to provide some company and motivation.

Lake Erie is the shallowest of the Great Lakes and conditions can change very quickly. Annaleise battled one to three foot waves all the way across but managed to maintain an average stroke rate of 2.5 km/hour for the majority of the swim. Mentally, she had the 75 kilometre crossing and the beach in Port Dover clearly in her sights. As the morning neared, Annaleise was 22 hours into her swim and had just rounded the tip of Long Point. After battling strong currents for several hours rounding the tip, her progress had slowed and she was beginning to show signs of fatigue. Annaleise, her coach and her swim masters decided that, in order for her to record a successful lake crossing, it would be in her best interest to conclude her swim at the tip of Long Point after 44 kilometres. She and her crew arrived back in Port Dover by boat just after 07:00 to a pier full of community members giving her a hero's welcome home. Annaleise's efforts on this swim had raised over \$150,000 for the kids at Camp Trillium.

The following day, Annaleise held a press conference at Camp Trillium to address the media. Only a little more than 24 hours after coming ashore at Long Point, 31 kilometres



Left: The members of Port Dover Power and Sail Squadron who escorted Annaleise on her crossings. Right: Chief Commander of Canadian Power and Sail Squadron, Joe Gatfield extending congratulations to Annaleise and the Port Dover Squadron during a press conference at Camp Trillium.

short of her goal, she announced to the media that “before the end of the summer I will go back to Long Point to finish my swim to Port Dover to show the kids at Camp Trillium to never give up”. As a partner in Annaleise’s crossing, the members of the Port Dover Squadron who offered their time and their boats were truly touched. The Port Dover Squadron was honoured to host Chief Commander Joe Gatfield for the weekend and to have him speak on our behalf during the press conference. The Chief spoke eloquently of Annaleise and shared his thoughts, “Your drop, Annaleise, was mighty, your ripples will move out forever. If one child forgets the pain from their disease at this camp, you have accomplished everything you set out to do”. On behalf of Port Dover Squadron, Joe said, “Annaleise, our role in your swim was to provide a safe environment on the water and help you cross and achieve your goal and the ultimate goal of raising money for Camp Trillium”.

Annaleise’s Radical Crossing 2.5 – “NEVER give up!” Long Point to Port Dover (August 31 to September 1)

With her eyes set on Lake Erie again, Annaleise had growing determination to conquer the last 31 kilometres for the kids at Camp Trillium by returning to Long Point a little over a month later. As a Squadron, more of the membership participated in this last leg of Annaleise’s journey, even providing an additional support boat. Our original member boats returned and many of the same crew came back to support Annaleise and help her finish what she started. In many ways, we shared Annaleise’s commitment and we also felt that we had some unfinished business with Lake Erie.

Annaleise has never had good luck with the weather on the Great Lakes. High winds and storms forced a 19-hour delay to the start of this last leg of her journey, which did not diminish her spirits one bit. The crew boarded the boats and left Port Dover at 21:45 on August 31 to make the voyage to the tip of Long Point under starlit skies. Annaleise finally caught a break and for the first time witnessed calmer lake

conditions than she had seen in her previous two lake crossings. Under a cloak of darkness she slipped into the water at 23:37. She swam strongly all the way home and, just over 12 hours later, was welcomed ashore by a crowd of more than 1,000 cheering fans. At the conclusion of this leg of her swim, her fundraising total rose to more than \$207,000 for the kids at Camp Trillium.

With the completion of her Lake Erie swims in 2014 and her Lake Ontario swim in 2012, Annaleise has raised over \$457,000, enabling over 400 kids and their families to attend Camp Trillium. Her swims have inspired both young and old and she has proven to everyone that one’s size and age should not stop you from making a difference.

From the Port Dover Squadron’s perspective, this swim has been a great public relations success. It takes a range of skills from basic boating to weather to navigation to assist in a safe open water marathon swim. This is a prime fulfilment and example of our mission statement: To increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating.

Many open water swimmers on the Great Lakes struggle to find escort boats and knowledgeable boaters. This partnership between Annaleise Carr and the Port Dover Squadron has increased our profile with the boating public and has demonstrated to the governing bodies of cross lake swims that our expertise is what is needed for a successful lake crossing.

*For more information about Annaleise Carr visit:
www.annaleisecarr.com*

KNOW THE FACTS BEFORE JUMPING SHIP

When it comes to insurance, the last thing you want to hear from your adjuster is “You get what you pay for.” Unfortunately for Joe, truer words were never spoken.

Joe and Bill are good friends who have a passion for boating. Until recently, they had the same type of boat, stored at the same marina, and insured with the same company. Then Joe switched insurers in order to save money and suggested that Bill do the same. Bill intended to make the switch, but life got busy and before he realized it, boating season was over. The call could wait until next season.

Then the unexpected happened. Both Joe and Bill received phone calls informing them of a fire that had broken out at the marina, leaving their boats completely destroyed. They were shocked, but remained calm—after all they both had insurance.

Bill was satisfied after meeting with his insurance adjuster. He was set to receive the full \$50,000; the same amount that

his boat was insured for on his policy. Joe on the other hand, left feeling confused and frustrated. Despite having his boat insured for up to \$50,000, he would only receive \$30,000.

What Went Wrong?

Although the boat’s value on the policy has a maximum limit in the event of a total loss—\$50,000—Joe’s settlement was based on Actual Cash Value, which means the adjuster considered the replacement cost of the boat minus the depreciation factors at the time of loss.

What Joe didn’t understand before switching insurance companies was that to save money up front, he would lose an important loss settlement feature—Agreed Value. Policies settled on this basis pay the insured for the boat’s listed value on their policy and isn’t affected by depreciation. This is why Bill’s payout was much higher.

Protect Yourself

While price is a factor, it’s not the only thing to consider when choosing your coverage and provider. Here are some additional questions to ask:

- How is the loss settled?
- What deductibles apply and when?
- What is the liability limit?
- Is coverage for environmental damage, pollution cleanup, and wreck removal included?

You can’t control when a loss will occur, but you can control your insurance coverage. Don’t wait for your policy renewal, educate yourself now and find out where you stand.

Cowan Insurance Group
Stay on Course

iPad Navigation Apps Review

iSailor for iPad (\$15.00, Lakes Superior, Huron, Ontario)

They recently announced a major overhaul of their interface. I guess it’s actually different, and presumably improved, but it really hasn’t registered with me. I have a couple of beefs with this app. The first is that it is missing markers in an area I regularly boat, the area outside of Regatta Bay in particular. I’ve spoken with them in the past and they added in the markers outside of Snug Harbour but are still missing Regatta Bay. If these markers are missing what else do I need to be worried about? The second issue concerns the mapping when I’m sitting at my desk and ‘snooping’ around for new destinations and routes. It seems the variously scaled charts don’t overlap properly and it just looks strange. This gets to be a real problem with the Mink Islands where actual islands are missing if you have the view at the wrong scale.

It’s not an issue of the scale being too wide, it’s just a glitch in the system. But this app is the least expensive and if the markers are correct in your part of the world it represents a bargain.

Looking at the app again as I sit here writing this I’m finding the app to be quite buggy, not only is there a misalignment of the charts, the markers come and go as I pinch to zoom in the various areas. The markers are visible when zoomed out but not zoomed in. I see that the markers for Regatta Bay are now shown, but only if you are zoomed out sufficiently. Zoom in and they are gone.

Navionics for iPad (\$55.00, US & Canada)

There are some changes in this app, but nothing that really makes a difference in my life. Although it’s not the cheapest it represents the best value in my opinion with vector graphic mapping and very good accuracy in terms

of markers. I was also encouraged when speaking to an individual at the Toronto Boat Show in January who said Navionics is actively doing depth measurements in Georgian Bay to fill in areas with limited existing information. Those are exactly the areas that I spend my time, off the beaten track. This is a good application that is easy to use on the boat and when sitting at the desk. The standard chart package covers all of the USA and Canada, much more than I need, but I’ve actually had fun using it while on a 3-hour dinner cruise out of Philadelphia on the Delaware River.

—Josef Bossart, Parry Sound Power and Sail Squadron

Send your App reviews to:
theporthole@cps-ecp.ca or join the
Apps for Boaters Facebook group.

Call for Nominations - Apply Now

The Nominating Committee of Canadian Power and Sail Squadrons (CPS-ECP) is accepting applications for Director positions, to be nominated to fill vacancies on The Board of Directors at the 2015 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). A Director is 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 contribute to being a successful

CPS-ECP Director and Officer candidate. This is not an all-inclusive list! You should consider these before submitting an application for a Director's position.

- 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 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 vision 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, 2015. 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

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 1999, a great country-wide ini-

tiative has been diligently making big inroads into the clean up 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.



Illustration by Sacha Warunki

THREE DAYS GRACE

Three days in a row of intense boater experience

Inga Chisholm, Chute-à-Blondeau, ON

It's amazing what can happen in a three-day span on your holidays. All in all, it was good and bad and we all learned a lot more about water safety.

It was a beautiful morning in Chute-à-Blondeau, our home along the Ottawa River. My sister Ruth and I were out on a dog walk. Ruth had suggested to her husband, Jim, that he go kayaking for a little exercise before the long trip home to Shelburne, Ontario. Jim grabbed a kayak from the beach and paddled to the public launch. On his paddle back, he was hailed by a police boat.

I'd gone down to the water to check on him. From the dock, I used the binoculars to see his hand on the gunwale of the seemingly very large police boat. When I looked down at our motorboat and saw all of the life jackets there, left at the end of our trip out the day before, I knew why they'd stopped him. He also knew that having no life jacket on board was what concerned them.

The officer asked him if he had all of the safety essentials

on board. A bailer. A flash light. Fifty feet of line. A whistle. A life jacket. Jim knew he needed a life jacket but he honestly didn't know about the other four items necessary to be legal on the water. The fine for each infraction is \$110. The policeman said he was being lenient with a ticket of \$220 plus a \$20 victim cost for a \$240 total. The fine could have been as much as \$710. We also learned from Jim's misfortune that having no life jacket on board is the same as a seatbelt infraction; he lost three demerit points on his driver's license.

When Ruth and Jim left for home, we bought a safety bailer kit for every kayak and boat we have, three kayaks, a canoe and a small aluminum motorboat. We also made sure that the batteries worked for all the flashlights. The life jackets always go on, or in the webbing in the front of the kayak. Even a short kayak ride along the shore can go wrong. You never know.

The very next day we had a date to go sailing with our friend Danny, who, four years earlier, had bought a Tanzer 22, and is learning the ropes of sailing, and loving it.

We climbed aboard and looked at the mixed skies. The forecast was for clearing the next day but a mix this afternoon and evening. There were dark clouds to the east but sun and clouds to the west, so we headed there.

The winds picked up for a perfect sail. I was at the tiller while Danny and Michael dealt with the sails. We had the perfect tack up river to the local lighthouse. There was one rain cloud to starboard that we figured we could avoid by heading a little more to port. The rain was coming straight down from the isolated cloud, and it all seemed relatively innocent.

The wind picked up and Danny thought perhaps we should reef the sails but I said, "Nah, we could skirt around it," and headed further to port.

When the first drops of rain hit us, Michael went down into the cabin to get the rain ponchos. He threw them to Danny and me. I had no time to pull mine over my head so I stuck it to my chest and the wind glued it there.

Danny grabbed the jib sheet to release it as I tried to head into the wind. Suddenly the boat heeled and the sails were pushed into the water. We all leaned to starboard and looked down. The cockpit's port seat was submerged and the sails were flapping violently in the water.

I had let go of the tiller to lean with Danny, who had let go of the jib sheet, and was now hanging onto the hull. The mainsail was impossible to release with the wind holding it to the water.

Michael was stuck in the cabin, keeping as far to starboard as he could. He was looking straight at the life jackets on the port seat but couldn't reach for them. One move in that direction could have driven the sails further under water.

All three of us watched the waves fill the port side of the cockpit. I kept saying to myself and perhaps out loud, "We're not going to go; we're not going to go." Meaning pulled upside down. We were already sideways.

The winds let up slightly and I grabbed for the tiller to try to control the boat. The wind threw us down again.

Michael could see only water flow by the cabin windows and wanted desperately to get out of the cabin to help us but every movement he made to port seemed to dig the sails more deeply into the water.

By now, everything on the port seats had been swept into the Ottawa River. The sheets were still flailing and the sails, full of water, were trying to drag the mast down as well.

The wind suddenly let up again, enough for me to point down wind, and Danny quickly unleashed the sheets to pull down the jib, then released and set the mainsail and we were able to ride the squall till it headed eastward away from us.

When the sun finally came out, we looked at each other, teeth chattering from nerves and the cold and we smiled. We made it! We still had wind to deal with but we survived the squall and so did the boat. Thank God for the 1500-pound keel which kept us from rolling, and the cockpit drains that kept us from sinking.

In retrospect, there were things we did right and things we did wrong.

Safety first would have had the sails reefed or down at any sight of wind problems which was Danny's first intuition when he saw the rain cloud. Michael would have been better to have thrown us life jackets instead of rain ponchos, but, hey, it was wet that split second, not windy.

When I thought about Michael coming out of the cabin to help us, I realized that he could have easily slipped into the sails and gone under the boat. Danny and I had no control of the vessel at that time. Any one of us would have been left adrift by the boat, which apparently knows how to save itself with its solid keel and effective drains.

A safety throw line attached to the boat would be a quick way to save a swimmer. Life jackets are paramount but on a sunny day are often in the cabin or in the cockpit and could have been swept away in our situation.

We all did what we could and no one panicked. This was key to having some control in a violent storm. Making sure that everyone on board knows where every safety feature is would be prudent. Any beautiful day can change.

The next day we headed out on the motorboat with Michael's son Dillon and the dogs to bump along the shores of Voyageur Provincial Park, enjoying the sunny day. The boat was suited up with all of the safety gear that we'd learned so much about two days prior because of Jim's kayaking experience with the police boat and the lack of gear.

Michael headed out toward the large reservoir created by the Carillon Dam to avoid the shallows of the park's wetlands. He noticed a small fishing boat in the middle of the lake, with people waving at us, and immediately headed to them. A man and his son had been fishing near the marina on the other side of the lake when their motor failed. They tried to paddle against the wind for a long time but, while it was not particularly windy on the shores of the lake, once you're in the middle the winds pick up significantly.

Michael asked them where they needed to go then grabbed their tow line and we towed them slowly against the waves to the marina in Quebec, on the other side of the lake.

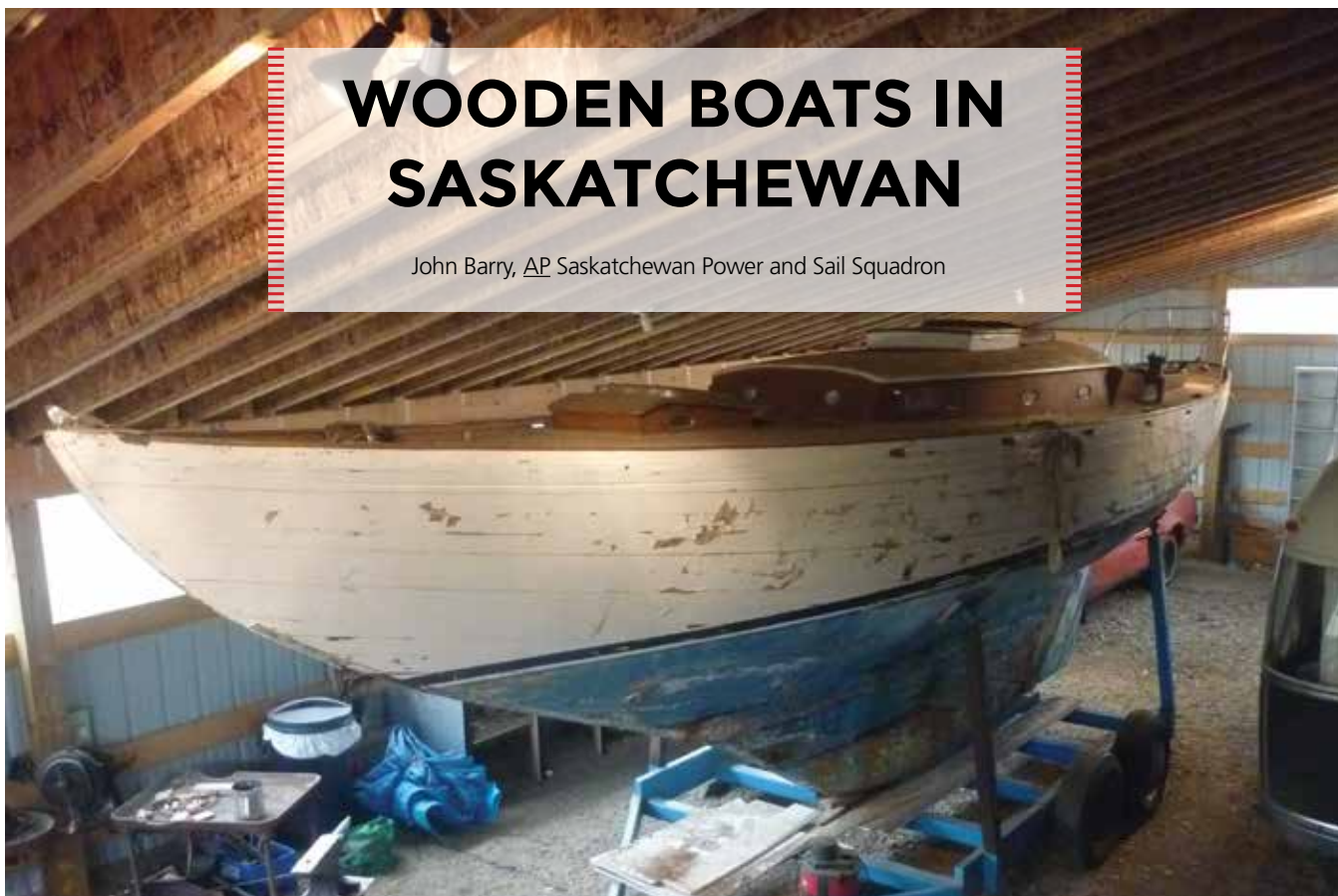
When we entered the marina and grabbed the dock, Michael asked if they were OK now. The man said, "Let me give you some money." We refused and Michael said, "You can help us some day when we need you on the water," and we motored away. We never got his name but he had time to tell us that he'd towed people to safety seven times and that this was the first time that he had needed help. It was very uplifting for all of us to have helped them.

This third day of water adventure seems to have been sent so we could experience one of the very important safety rules of life on the water. Always help another boater in need.

It was strange to have had three days in a row of intense boater experience. It made me acutely aware of safety on the water. It will perhaps keep us alive in the future.

WOODEN BOATS IN SASKATCHEWAN

John Barry, AP Saskatchewan Power and Sail Squadron



Restoration of Onna – a 34-foot wooden sailboat - is going to be a big project

Sometimes I imagine myself sitting on a veranda looking out over a beautiful bay on Canada's West or East coast, sipping a glass of peach water. But I'm not. In fact I don't even have a veranda. It is early morning sure enough, a part of the day I enjoy most with all its serenity and freshness. I am looking out over the aspen forest. I live in central Saskatchewan and as I watch the birds fly about in mid-fall, I wonder when I will start to experience the smells of wheat and barley fields being harvested. I am elated to have enjoyed the experience of sailing, rural life and all things farming.

To step away from the farm yard is to be surrounded by a sea of grain, interrupted only by a row of trees or a working combine. As the sea of wheat blows in the wind, it creates a wave action on land through the fully grown and ripened grain. On the farm, I became comfortable with being in the elements, being on my own and being smart about watching the weather. I began to develop the skills in mechanics and woodwork that would carry me into my present adventure.

During college days, I spent time with my older brother studying at the public library and during breaks I perused yachting magazines. Part of that stuck with me and after many years I began to sail in a double-handed dinghy. I am on my sixth sailing season now and have loved the experience, all of it in the dinghy with the exception of a couple of trips on friends' keel sailboats. In the first season of sail-

ing I became Commodore of Blackstrap Sailing Club, the ideal place to learn and practice, and as beautiful as the morning sunshine on the prairie. I had finally broken loose from the reasons not to start the sailor's life, which had, for so long, etched away at my soul.

I have travelled with the dinghy in tow behind my vehicle and experienced some fine sailing in Saskatchewan as well as interior British Columbia. I clearly remember the day when I looked back to see the water ripples trailing behind me. It brought the ultimate reward for the preparations I had done to get into that boat on my own – seeing the boat move through the water for the first time.

It was not an easy start. The sailing school in the province was cancelled that year due to low numbers and I had to train on my own with whatever resources I could muster. As time went by, I began to connect with the various sailors in the province. Bill Hogan, a war vet like my father, an experienced sailor and a great diplomatic teacher of sailing, took me on as a student that first season and I will be forever grateful. Bill was a prominent force in the quality of the sailing clubs at both Blackstrap and Saskatoon. His daughter, Jaime, is a female athlete who has admirable talent for sailing and wins consistently. Our provincial sailing coach, Mark Lammens, has a heart of Olympic gold. He has coached many Saskatchewan sailors and has represented our province well at venues like the Canada Games. One of his students went on to compete in the Paralympics.



Left: Saskatchewan waterways provide great sailing opportunities. Right: The beginning of Onna's restoration process, a work of love

The members of the club I have grown to know sail a variety of wooden and fibreglass boats in a range of levels of ability and interest. We combine our personal areas of enjoyment with an underlying common thread of sailing. It might be like putting on that favorite old school wool sweater, so thick and heavy I can feel the warmth. Feels great, don't you think?

After some time I became interested in CPS-ECP and eventually acquired my Advanced Piloting. Studying the courses was like reading a great book you just can't seem to put down. The potential adventure awaits. I am sure of it. It seems just over the horizon.

I acquired *Onna*, a 34-foot wooden sailboat, from a person in Regina who had sailed her on the west coast of Canada. I honour the previous owner because of the kind of person he is. Sadly, as we all reach a stage in our lives when it becomes difficult to manage the responsibilities of a keelboat, the decision to pass it to the next owner comes. He has chosen me to take on the next stage of *Onna's* ownership as I will, in turn, make that decision.

Onna was built in Sweden in 1949 and is a mahogany carvel-planked craft with oak and metal ribs under what I think is a teak deck. There is a protective sheath of fibreglass over the entire deck and the cockpit has been converted to fibreglass over plywood construction. She carries an aluminum mast and boom and those are the major changes to her character.

Totally restoring her is a big project, measured in years, blisters and cash. A variety of woodworking tools will be

needed, as well as a proper place to work on her. She sits on a steel trailer awaiting her return to majesty. The restoration itself will consist of wooden plank replacement in parts of the hull as well as a replacement of some of the framing, deckhouse, garboards and rail. The motor will need overhauling or replacement. The sails and mast are in good condition as is the interior front to back. Epoxy will be utilized with fibreglass cloth to add strength during the rebuild. I would like to save one of these beautiful pieces of nautical history and use her on the water she was

*Studying the courses
was like reading a great
book you just can't seem to
put down. The life and the
potential adventure awaits*

built for. I am not sure there is a good explanation for why I like to own a wooden boat, but I am sure of the things I like about it. It is a combination of factors. I feel the connection of the boat to her background in Sweden. She is of a vintage when boats were uniquely produced in a factory, and devel-

oped from hundreds of years of understanding the sea and its environment.

I can't help but think that in 1949 it was only a matter of another 15 years before wooden craft would become eclipsed by fibreglass construction. Fifteen years – that is a mere blink of an eye when considering the history of sailing on Planet Earth. A mere 28 years separate her and the *Bluenose* launching. I think of the workmanship that has gone into her and the young men and masters who the builder, Linus Jansson, employed. They would have laid a plane to her planks inside the building on the shores of Osthhammer. The designer, Tore Herlin, would have walked her deck and sailed her. Men at the pinnacle of the wooden boat construction era would have transformed her into the

craft she is. Many men had toiled and calculated and, more importantly, had imagined the shape of a ship that would be the best for the purpose they intended. All the lines blend into one another on deck or below, one continuous flow for purpose and grace.

So here, sitting in the barn that I modified specifically for her, I see an example of these men and the skill they had in their tough hands and bodies. I can see them gliding the plane down her planking and setting up a line in her drawing that suits what she alone needs. I imagine them standing on her deck as she slid from her cradle into the harbour waters for the first time and the elation about her that day.

The wear on her helm where it contacts the cockpit and the bronzed hardware on deck are hard to miss as one scans her gentle curved lines. Wood glistens in the sunshine when bright-finished, especially when scraped instead of sanded before receiving its protective coating of spar varnish. Being in the metals field, I can appreciate the metal casting that adorns her deck. Again, another entire set of skills required to create that kind of a product.

A touch of her wooden helm reveals a warm response as the wood, a natural insulator, returns your touch of heat. Quiet on the water, she does not snap and crackle, nor echo like plastic but cuts the water in a direction intended. Many men have sailed her and she has taken them to foreign shores and once across the Atlantic to Canada. Her first owner was a dentist. She was at the Royal Vancouver

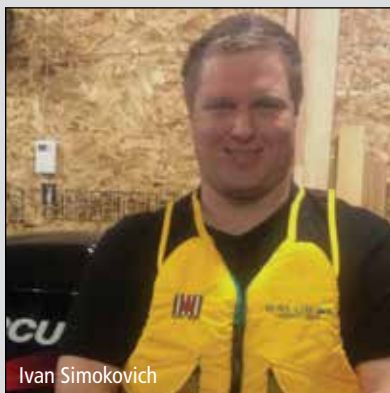
Yacht Club for years, owned by prominent businessmen over the generations. The owners are just another aspect of a historic craft. What knowledge and skills are we choosing to pass on to our next generation? I have completed much of the history on it from builder to ownership and still have lots to do. The language barrier is a problem as information is lost in translation between me and my contacts in Sweden. I have three little boys to include in the process and maybe some day they will want me to pass that history to them.

I bet you have an antique in your home. We all have our reasons for having them. I saw a yellow 23-footer on the docks in southern Saskatchewan, at Lake Diefenbaker. They do exist in small numbers. Very few are ever fully restored. I would like to personally head a wooden boat organization in the prairie provinces in an effort to pool our resources and understanding. Feel free to notify me by email if you own one or are interested.

Owning a wooden boat is not the road easily travelled. Sharing the knowledge and passion for them seems to make sense. Yes – put in the hard work in honour of all those involved in developing this sport of sailing. Wooden boats are welcome around my barn. They will sail. Next time I look at a tree I can think of the craft it can be. The parts may be a keelson, a plank. These are the thoughts that have made great craft. The materials for a boat grow in a forest.



Petr Jano



Ivan Simokovich

Discover Boating's Hands-On Skills Training with CPS-ECP Instructors

Meet Petr Jano from Ashbridges Bay Squadron and Ivan Simokovich from Don Valley Squadron who have trained to be HOST (Hands On Skills Training) instructors for the Discover Boating Canada program being held on The Lake at the Toronto International Boat Show, January 10-18, 2015.

The goal of the 60-minute sessions is to show how much fun boating is and how easy it can be with a few fundamental skills. It is hoped that these events will help to build confidence and increase boating enjoyment and safety. The ultimate goal is to have participants walk off the boats so excited and enthused about boating that they can't wait to get back on the water again. This program consists of a series of hands on learning events which promote participation and motivation for people to take more education. It is an excellent opportunity for CPS-ECP to reach out to an interested audience to encourage acquisition of one or more of our courses.





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

The trouble with fall is that it comes in between summer and winter. Unless you enjoy outdoor winter activities it means that the happy days of playing outdoors or simply enjoying the good weather are coming to an end and cooler days with snow are inevitable. In spite of the start of fall and winter activities, there is a temptation to prolong the summer – especially if the weather in September and early October is good.

Keeping the cottage open late in the fall has its drawbacks. George did discover that a 60 watt incandescent light bulb provides enough heat to keep the pump from freezing. But, when you turn the tap on and nothing comes out, it is not a good sign. It is a worse sign when you tap on the side of the pressure tank and realise that it is a very large ice cube. Fortunately for George, there was no damage to the water system but after that episode, he decided that perhaps keeping the cottage open late in the year wasn't the best idea.

My family can sympathize with George. Being at the cottage in the fall has its interesting little adventures. During the early days of my family's tenure at Hay Island, we kept the place open into November. On at least one occasion, that decision led to raised eyebrows when I conveyed a parental note to my high school teachers explaining that the reason for my absence from school was being marooned on an island. It was a reason none had seen before and it was true – steady 25 knot winds made getting a runabout underway a considerable, and questionable, challenge.

There were the challenges of keeping the water system running, but most interesting of all were the days when I would take a boat out and, as I got to the shore and entered the channel where our shoreside dock was located, I would hear the unmistakeable sound of ice breaking beneath the boat. Fortunately the ice wasn't thick since *Island Runner* was definitely not the *Norman McLeod Rogers*.

Of course, when you keep the cottage open late, other fall activities tend to get put aside – you can't do some things at home when you want to get to the cottage, either to close it down before the snow arrives or simply to spend some quiet time in the country.

So, eventually one decides that the summer cottage is exactly that and it gets closed on Thanksgiving weekend at the latest. That gives us time for other activities like the CPS-ECP conference. George did stop by the conference this year although he really used it as an excuse to explore Quebec City for a few days. He did like the exhibits and talking to folks.

The good news is that he could actually find his friends' rooms – no coloured elevators and the hotel provided a map. George found all four sets of elevators and even visited his friends without having to call Search and Rescue.

And for cottagers, if you're not into outdoor winter activities, then the fall at least provides you with some time to stock up on your winter reading materials and to consider what needs replacing when you open the cottage again next year.

Bluenoser, 3 months later: a cautionary tale

Jim McLarty,
Midland Power and Sail Squadron



It has been three months since I returned from my Great Loop/ Bahamas Adventure. I pulled into the Penetanguishene harbour on June 2 to close the loop. After travelling approximately 8,000 miles over nine months, I would like to say that it has not been all rosy since returning home.

So much time and effort went into planning for this trip. Charts had to be purchased, as well as electronic chips to cover the area on my chart plotter. There was health insurance, emergency towing insurance, spare parts to acquire, and the list goes on.

What I didn't plan for was what I was going to do when I got home. It just never occurred to me. I thought life would return to normal the day after docking

Bluenoser, and I was wrong.

Think about it. For nine months, I would wake up each morning, feeling carefree and excited about how the day would progress. I would check the weather, and decide what I would do. It might be as simple as going exploring on my bike, or snorkeling on the Barrier Reef.

But when I got home? Wendy is still working, and so the house was empty during the day. I would check to see if the lawn needed mowing or if there were some weeds to pull in the garden.

I had decided to park Bluenoser beside the house until I figured out what was next.

I never thought something like this would ever happen to me, but I started to get depressed. I experienced anger issues, having just done a wonderful trip, without my partner, for the most part, when 95% of the cruisers I met along the way were happy couples, travelling together.

I did try to keep myself busy, teaching both an Electronic Navigation

course, as well as Radar. I also helped build a racing dinghy for the "small home-made tugboat races" held as part of Tugfest.

I guess my biggest problem was getting my head around "What is next?" Now that this adventure is over, "Is that all there is?" The aging process keeps moving ahead, and with CMT, I am losing my mobility.

Fortunately, I have a wonderful partner, who announced that she is retiring in December 2015.

I ran the idea past her, that with a few changes to Bluenoser, it would be a much better cruiser and I could leave next fall for a direct run to Florida. We could spend next winter in Florida and the Bahamas, cruising those beautiful turquoise waters.

So folks, the moral of this story is: "It is not over, until it is over." Never lose sight of your dreams and hopes. And with the aging process in high gear, don't put things off.

Originally published in True Course, Midland Squadron, used with permission.

CHILI FOR CHILLY NIGHTS

Katherine Haslam, Montreal Power and Sail Squadron

INGREDIENTS:

- 1 1/2 lb chicken or beef
- Olive oil
- Green pepper chopped
- Mushrooms chopped
- 1 clove garlic chopped
- 1 jalapeno chopped
- 1 tsp chili powder
- Dried chili flakes
- Cumin
- Black pepper and salt to taste
- Tabasco sauce or Frank's Red Hot
- 1 package onion soup mix
- 1 can red kidney beans
- 1 can (6 oz) tomato paste
- 1 large can of crushed tomatoes or sauce

PREPARATION:

In saucepan over med/high heat, sauté vegetables until tender. Stir in seasonings and onion soup mix. Add beans, tomato paste and sauce and stir well. Reduce heat to low and simmer for 20 minutes or until piping hot and flavors have blended. Add additional salt and pepper, chili powder or Tabasco to taste. If consistency is dry I quite often add a splash or three of red wine.

Since refrigerator storage is at a premium onboard I tried TVP (textured vegetable protein) – the chunky type. It has a long shelf life and doesn't require refrigeration.



Scan this QR code to bookmark recipe and notes >

CPS-ECPAGM and Conference October 22-25, 2014

The surest sign of change within CPS-ECP structure was the sea of lilac squares of paper. Those small squares, waving during the AGM, were proof that CPS-ECP members had taken one of the new rules to heart - one member, one vote. Two hundred and twenty-three members attended the AGM.

And a sign that the choice of venue, Hotel Chateau Laurier, was a success was the standing ovation offered to the chefs and servers at the end of the gala dinner. The ovation was spontaneous and continued until some of the servers became visibly embarrassed. However, it is true that, during a meeting-packed, tightly-scheduled conference, credit has to go to the hotel staff for dining room setups and for efficient but apparently relaxed service. And, the food was quite wonderful.

Credit also has to be given to the members of District Estuaire St-Laurent. The conference committee, working with Tracie Berekoff, National Conference committee chair, was the co-operative effort of ten Squadrons – Baie des Chaleurs, de la Chaudière, Hâvre St-Pierre, Jacques Cartier, Manicouagan, Matane, Québec, Rivière-du-Loup, Saguenay Lac St-Jean, and Sept Îles.

Much of the convention discussion centred around change. The Governing Board has become the Board of Directors. One hundred pages of regulations are being eliminated. The final revision of the policy manual will go to the April Board of Directors for approval. There was serious talk around marketing the value of CPS-ECP in the face of easy-to-get commercial PCOCs, as well as discussions around tailoring CPS-ECP courses to potential students – online courses for the PCOC, accommodations for boaters who want the knowledge but don't want to write exams, the use of virtual classrooms. Also, this will be the final year for the yearly CPS-ECP membership card. Our organization is moving to a multi-year card, at considerable cost savings.

And is this a sign of things to come with CPS-ECP? The sheer number of priests at Friday night's theme dinner, Nouvelle-France, was truly remarkable.

But one CPS-ECP tradition never changes. We truly remain boaters dedicated to helping boaters have fun on the water through education. In 2014, CPS-ECP awarded 2073 Merit Marks, including 54 life members.

Coverage by Joan Eyolfson Cadham, S

Photography by Don Butt, AP





Board of Directors and Executive Committee for 2014-2015

Back row, left to right: Claude Martin, JN, Yves Dauphinais, Jean-Robert Lavergne, AP, David Agnew, Attila Soti, AP, Bill Allan, SN, Elizabeth Appleton, AP, Simo Korpi-isto, JN. Middle row, left to right: Linda Hamilton, AP, Carolyn Reid, SN, Jacques Hebert, SN, Nancy Gibson, P, Charlie Ellins, JN, Sarah-Jane Raine, S, David Peebles, P, Michael Smith, P. Front row, left to right: Douglas Stewart, AP, National Financial Officer, Charles Beall, National Law Officer, Jim Brown, S, National Administrative Officer, Don Griffin, AP, National Educational Officer, Joseph Gatfield, JN, Chief Commander, Robert Pepin, AP, National Executive Officer, Cathie Johnstone, National Secretary, P/C/C Richard Bee, AP, Chair of the Nominating Committee.

EXECUTIVE COMMITTEE CONTACT INFO:

Don Griffin, <u>AP</u> , National Educational Officer: neo@cps-ecp.org	Cathie Johnstone, National Secretary: ns@cps-ecp.org
Joseph Gatfield, JN, Chief Commander: cc@cps-ecp.org	Jim Brown, S, National Administrative Officer: nao@cps-ecp.org
Charles Beall, National Law Officer: nlo@cps-ecp.org	
Robert Pepin, <u>AP</u> , National Executive Officer: nxo@cps-ecp.org	Douglas Stewart, <u>AP</u> , National Financial Officer: nfo@cps-ecp.org
Richard Bee, <u>AP</u> , Past Chief Commander: pcc@cps-ecp.org	

Chief Commander's Presentations

Chief Commander's Citations

The Chief Commander may make certain awards. A Chief Commander's Citation is given for extreme, distinguished and noteworthy contributions to CPS-ECP by a Member, Junior Member, Lady Associate, CPS-ECP Associate Member or Junior CPS-ECP Associate Member. Chief Commander's Citations were presented to:

Raymond Zee, North York Power and Sail Squadron
Michael Hill, AP, Kingston Power and Sail Squadron
Elizabeth Mets, SN, Richmond Hill Power and Sail Squadron
Camille Quesnel AP, Sudbury Power and Sail Squadron
Clark Berry, SN, and Marguerite Berry, Kelowna Power and Sail Squadron
Carlos Fuenzalida, AP, White Rock Power and Sail Squadron

Chief Commander's Letters of Commendation

A Chief Commander's Letter of Commendation is given for extra or marked efforts for the corporation by a Member, Junior Member, Lady Associate, CPS-ECP Associate Member or Junior CPS-ECP Associate Member. Chief Commander's



Letters of Commendation were presented to: Cecil L. Ashley, Nanaimo Power and Sail Squadron, Louis Dorais, NJ, Escadrille nautique Quebec, André Huot, PA, Escadrille nautique Quebec, Craig Stewart, Ashbridges Bay Power and Sail Squadron and Mike Smith, P, Windsor Power and Sail Squadron (pictured above).



Howard G. Peck Volunteer of the Year Award Sponsored by Cowan Insurance Group

Ray Kirkham SN, Burlington Squadron, Niagara District, was named the Howard G. Peck Volunteer of the year. His nomination was submitted by Chris Van Noort, Commander Burlington Squadron, and supported by Ian Munro, Niagara District Executive Officer and Past-Commander for Burlington and Larry Kretz, Past-Commander for Burlington.

The nomination reads: In Burlington we have many dedicated officers who work well as a team, however, since the day I became involved with CPS-ECP there has always been one go-to-guy. Ray instructs courses, maintains our Squadron website, attends every meeting, and for the past few years has also acted as our Membership officer. This past year, Ray spent the winter teaching as often as three nights per week for us and still managed to successfully finish Boat and Engine Maintenance as a student. Ray is our technical support when WBAS seems difficult, he is the one we can go to for answers regarding CPS-ECP protocol and when a boating question is tough, he is the one who will find the answer for you. He has above all become a great friend to those of us who have the pleasure of working with him.

Ray has done all of these things quietly, often behind the scenes and without complaint. He is an example to us all of what it is to be a volunteer and CPS-ECP would not be the same without him. Pictured above with Cathy Bisbee from Cowan Insurance Group and C/C Joseph Gatfield, JN.

ICOM Canada Electronic Course Instructor Awards

This award was presented by Miguel Wilches from ICOM Canada Inc., a distributor of a wide range of high quality radio equipment, to the top volunteer electronic instructor

in three areas across Canada:

1. Atlantic Provinces and Quebec – Daniel Pomerleau, AP Pictured above.
2. Ontario – Harry Ditmar, P
3. Western Provinces – Brian Crompt, P

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.

1. Atlantic and Quebec – Terry Carter, AP
2. Ontario – Carlyle Crothers, N
3. Western Provinces – Andrew Pothier, SN

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 2013-2014. This award was donated by family members in honour of the late Ref Reid, a long-time, distinguished member of CPS-ECP and was presented to Dan Lines for Nanaimo Power and Sail Squadron.

Beldon W. Fox Award

This competition is at the Squadron level for the most improved results and performance in Elective Courses during 2013-2014 in relationship to the total membership. The trophy is maintained at National Office, and a small keeper trophy was presented to Avalon Power and Sail Squadron.

S. Gordon McCandlish Award

This competition is at the district level for the most improved results and performance in Advanced Courses during 2013-



2014 in relationship to the total membership. The trophy is maintained at the National Office, and a small keeper trophy was presented to Pacific Mainland District.

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 Squadron Training Officer and his/her instructors and proctors who help to achieve the highest percentage of successful students in the Boating Essentials examination in 2013-2014. The trophy is maintained at the National Office, and a keeper trophy was presented to Victoria Power and Sail Squadron.

Mary Pritchard Outreach Education Award

The Mary Pritchard Award recognizes a CPS-ECP 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 Dave Corke, AP.

Fortress Anchor/Natural Marine Officer of the Year Awards

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

1. Atlantic – Ron Hoffman, SN
2. Quebec – Yvon Dubé, S
2. Ontario – May Corcoran (pictured above)
3. Western Provinces – Nancy Gibson, P

Membership Award went to Ottawa Squadron. Presented

by National Membership Chair, Bill Allan, SN to Ottawa Membership Officer Guy Ladouceur and Commander Terry Hamilton, AP. Pictured on the top left of the next page.

Recreational Vessel Courtesy Check Awards

These awards go to the top District, top Squadron and three top individuals who have made significant contributions to both CPS-ECP and to Transport Canada. These members have voluntarily checked more than 1500 vessels whose owners agreed to a safety check, at boat ramps, yacht clubs, marinas and at other on-the-water venues across Canada.

Top District award: The Pacific Mainland District.

Top Squadron award: Vancouver Power and Sail Squadron

Top individuals: 3rd place Douglas E. Smith, Fort Erie Squadron, Niagara District; 2nd place Peter C. Barbour, Tillsonburg Squadron, Western Ontario District; 1st place James A. White, Vancouver Squadron, Pacific Mainland District.

Marketing Awards

The Marketing Award is to recognize regional and local excellence in promoting an energized organization that reflects the current demographics of the Canadian recreational boating market. The award recipients are considered "Best Practices" that can be implemented by other Squadrons and Districts. Customized pull-up banners were presented to: Port Credit Power and Sail Squadron, Port Dover Power and Sail Squadron and Vancouver Power and Sail Squadron. Vancouver Squadron Commander Jeff Booth pictured above with National Administrative Officer, Jim Brown.

Environment Award sponsored by Natural Marine, and presented to Pender Island Power and Sail Squadron.



MAREP Awards

The MAREP awards were presented to: Patrick Gagné, Escadrille Québec, Best Individual Effort. Escadrille Québec, Best Squadron Effort. Estuaire Saint-Laurent, Best District Effort. Estuaire Saint-Laurent, Most Improved District.

Life Members

Seven people were present and recognized as new Life Members. They were: Elizabeth Appleton, AP, Claude Martin, JN, Norman Mills, AP, Peter Simpson, Harry Dittmar, P, Martin Hederich, AP, and Robert Pepin, AP (pictured above, top right) Other Life Memberships were presented at Squadron and District AGMs.

Retiring Members of the Board

Karen Connor, AP, General Director
Art Rendell, AP, General Director

Retiring Committee Chairs

Dave Bieman, AP, Distance Education Chair
Sheila Boutcher, SN, Curriculum and Seamanship Chairs
Nancy Gibson, P, General Director, Audit Committee Chair
Jocelyne Guimont, French Editorial Chair
John Gullick, AP, PCOC (Boating Basics) Chair
Jean-Robert Lavergne, AP, Electric and Electronic Navigation Chair
Shirley Shea AP, MAREP Committee Chair



Heard around the conference venue

"We have a shared mission of training and fellowship on water. We need to go to the boater where the boater lives." – Chief Commander Robert Baldrige, SN, USPS.

"Recreational boating is the largest source of deaths in boating in the USA. Within the United States Coast Guard, commercial and recreation numbers are now split. We asked for that intentionally to get more focus on the recreational side. We are concerned about life jacket wear – it's not just a boating problem; it's a manufacturing problem – making life jackets comfortable. Regarding Canadian standards, you are the leader in that one." – Captain Jon Burton, Director of Inspections and Compliance, US Coast Guard.

"The CPS course has been approved for use in three States." Tom Hayward, Chief Financial Officer, Director, Finance and Administration, NASBLA.

"The life jacket poster explains there is more than one kind of life jacket available." P/C/C Anthony Gardiner, SN, United Safe Boating Institute.

"Our long term prosperity relies on environmental protection. We have an asset. Our asset is water. If we don't protect it, we're dead. It's the first thing we need to address." – Yves Paquette, General Director, Marine Association of Quebec.

"Course revenue and membership revenue is expected to decline without positive action." – heard at the final Governing Board meeting Thursday morning.

MORE PHOTOS AT:
[www.dbutt.smugmug.com/
CPS-ECP1-Quebec-City-2014](http://www.dbutt.smugmug.com/CPS-ECP1-Quebec-City-2014)

Meeting changing needs of students

Seventy-six years ago CPS-ECP began the challenge of teaching recreational boaters how to safely have fun on the water, by being knowledgeable about their surroundings on the water. The courses and presentations have changed a great deal over those past years. Let's consider some of the current initiatives taken by CPS-ECP to meet the changing needs of our students, members, and general public for course content, timing, style of delivery and evaluation. Most of our courses are available in both official languages. The course for PCOC is also now available in Simplified and Traditional Chinese as well.

Our first four introductory courses, PCOC (Boating Basics), Boating Essentials and VHF Maritime Radio, and Advanced Piloting are now available in eBook format for those students who wish to download the material for an eReader or tablet.

The Electronic Navigation Course is currently being offered as a ten-week pilot online course through St. Lawrence College, OntarioLearn.ca. This is instructor guided by Craig Stewart, a self-study course for students who cannot commit for a specific night each week to attend lectures. Work can be done within the timeframe of the individual student.

Sur l'eau and PCOC (Boating Basics) are also now available as online

courses. This is the Transport Canada approved course from which a boater can acquire the "card", necessary to drive a recreational powerboat.

Many excellent instructors are teaching our courses by means of *blended learning*. In this method, various electronic tools and/or vehicles are integrated into the teaching. One of our instructors from Halifax, Scotty Hayward, has been teaching students across Canada through a virtual classroom approach. He was fortunate that Dalhousie University would allow him to use the facilities of its computer labs to do this. We have purchased the program GoToTraining for your use to encourage more widespread offerings like this in the future.

Other instructors are using the program GoToWebinar to instruct students who are located far away from the populated cities. Here one teaches, using video cam and visual PowerPoint slides from his/her own computer, across the airwaves to others in their District who wish to take the course.

We have learned that there are many customers who are interested in learning about navigation and safe boating for the knowledge only. They do not wish to write an exam. Exams can now be considered optional. Students are welcome to sign up and audit courses.

We are piloting different approaches

to evaluation, using the concepts of in-class discussions, open-book exams, and simulator exercises.

Gary Clow, DTO of Pacific Mainland District is developing a short, practical, on-the-water course for new recreational boaters. This will be Beta tested next summer.

Acting on the initiatives stated in the Strategic Plan for 2011-2015, our CPS-ECP library contains material that is up-to-date and relevant.

Some of the above are in place, some are being field tested for effectiveness, some are at the planning stage, and some have just begun to be considered. Important for the future is the fact that the suggestions that led to these dynamic initiatives have come not only from the leadership of the Training Department, but from our network of students, instructors, administrators, DEEs, Course Directors, and Committee Chairs. It is by open, two-way communication with these people that we have been able to access the experience, knowledge, and resources that we require to meet the constant change.

—Excerpts from Carolyn Reid's National Training Officer's Report to the 2014 AGM

How GoToTraining Works

GoToTraining provides instructors with the ability to conduct live training and meeting sessions via the computer to widely distributed students. GoToTraining allows instructors to reach up to 200 students per class anywhere with none of the costs or travel associated with a physical classroom. GoToTraining is a virtual classroom, that can include a content library, tests, materials, polls and evaluations.

Squadrons can train more students by:

- Offering more training sessions online instead of travelling
- Reaching customers located across the country or globe
- Utilizing trainers and subject experts from any location

If your Squadron would like use to the CPS-ECP GoToTraining software, at no cost, contact Dave Corke, Educational Communications Manager at: dave.corke@sympatico.ca. This program is funded by the CPS Foundation.

CITRIX
GoToTraining

Co-operation: Better than competition

James R. Hay, JN

Lake St. Louis Power and Sail Squadron

Traditionally, St. Lawrence District Squadrons were quite competitive. It was not unheard of for one Squadron to replace fliers placed at a certain location by another Squadron, and attempts to lure instructors from one Squadron to another did occur. We were able to keep matters somewhat under control, but it was a matter of time before something had to give.

While district officers did their best to foster co-operation, Squadrons preferred to get students into their own classes rather than suggest a more convenient Squadron for the student.

With falling enrolments for all Squadrons, the Squadron commanders found themselves talking at a district barbecue. The final decision? That all the Squadrons, Montreal, Lake St. Louis, West Island, and Lake of Two Mountains, would be better if they worked together. The Squadrons now offer all courses and then check with each other after registration. If one Squadron doesn't have sufficient enrolment to hold a course, then those students are transferred to another Squadron. It was agreed that the teaching Squadron would retain 100% of the revenue. The Squadrons try to keep the sharing even.

This approach seems to be working. Last year, the Squadrons were able to collectively teach more students than when each Squadron was working independently.

The Squadrons are also opening social events to all district members and that is helping our members get to know each other better. While it has not happened yet, the commanders are exploring the possibility of one year end dinner to replace the Squadron graduations which are becoming smaller and/or not held for lack of graduate attendees.

While the Squadrons continue to try to find the way to

attract more students they have found that co-operation is actually better than competition. CPS-ECP ends up better off and so do the Squadrons.

While it may not be possible for all Squadrons, this is something that Squadrons should consider when they may have a nearby Squadron with which they can work.



More co-operation in Pacific Mainland District. Election-style road signs were created by Vancouver Power and Sail Squadron that were Squadron agnostic; all Squadrons would benefit from the message of the sign, since potential students viewing the sign could find a course most convenient to them by navigating BoatingCourses.ca. Vancouver started by printing 50 signs and using them in the Spring 2014. Pacific Mainland District thought the signs were a tremendous idea, and offered 10 free signs to every Squadron in the District. All 20 Squadrons accepted the offer. To date, over 250 signs have been printed and placed on Members' lawns. The cost of printing the double-sided, full colour sign, including the metal step-stake, came to \$9.63 each (plus tax). Vancouver Power and Sail Squadron won a 2014 Marketing Award.

Competitions 2014

TRAINING AID and ELECTRONIC PRODUCTION

First: Harry Ditmar, Woodstock
Radio-AIS and GPS unit
Second: Lynne Lockhurst, Oakville
Ptt. VHF course / Ptt. Cours de
radio VHF-ASN

CRAFTS

First: Norman Raine, Halifax

Model boat from scratch
Second: Doreen Hinksman, North
Halton, Knitted "sailor boy"
sweater set

PHOTOS

First: Ginny Etzel, Barrie "Home
Sweet Home"
Second: Robert Dandurand,
Ottawa "Sunset "

Harry Ditmar and Competitions
Chair, Lise Deschamps



Thank you to our 2014 Conference Sponsors

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Natural Marine
ICOM Canada
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Canadian Marine Pilots'
Association
Port of Quebec
Niagara Conference 2015
Great Lakes Districts
The St. Lawrence Seaway
Management Corporation
District Amiral
District Cartier
District Estuaire St-Laurent

Escadrille Baie des Chaleurs
Escadrille Beloeil
Escadrille de la Chaudière
Escadrille des Écluses
Escadrille Hâvre St-Pierre
Escadrille Manicouagan
Escadrille Matane
Escadrille nautique Jacques
Cartier
Escadrille nautique
Saguenay - Lac St-Jean
Escadrille Québec
Escadrille Rivière-du-Loup
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d'érable

Costco
Desjardins Assurances
Global Marine
La Vie Sportive
Le Capitaine D'a Bord
Musée La Citadelle de
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boatingcourses.ca

Photo: Don Butt
Terrasse Dufferin, Quebec City