

THE PORT HOLE

SPRING 2017

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WINDSHIFTS



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

If you own a boat and live in the hard water zone of Canada you will be welcoming the approach of spring as it brings the soft water and the urge to get your vessel ready for the upcoming season. And what will your season of boating include this year? New places, new equipment, new cruising associates or maybe a new approach to your boating adventures! The main thing is to be safe on the water and spread the good word that CPS-ECP is the home of safe boating.

In this issue there is an article on mooring lines with lots of pictures to promote the first line of safety for you and your vessel, securing your boat safely to the dock no matter what size the dock or your boat is. Some of the pictures Don Butt our CPS-ECP photographer has provided show some very rough lines and others that were far from safe! So before you just attach last year's lines to your vessel, read the article and then look at your old lines and then decide if they are up to par or if they should really be replaced or upgraded with something new.

Also this issue features an interview with our National Financial Officer who is much more than our chief dollars and cents person, and from Gabriola Island Squadron, their Educational Officer has an article that advocates for more cooperation between all Squadrons and shares what his Squadron has done in the past year.

Water is essential to our boating and we all know that sometimes it can get a bit rough or 'active' out there. If you have ever been curious about 'how rough' it is, I encourage you to read the article The Douglas Scale on the wind and the waves. It certainly will set you straight! One of the Recent Reads should also interest many of you as it deals with an adventurer who thought it would be an interesting idea in 1984 to navigate the North West Passage in a small open boat! His plan was to travel from Nome, Alaska and make his way north and east. The book certainly caught my attention and I was amazed at how naive a person could be when facing the rigours of the Arctic in a small open boat. The author really should have taken one of our safe boating courses and saved himself a great deal of grief and expense!

So do enjoy the upcoming boating season and remember to reach out to those around you on your travels and promote CPS-ECP by your words and your deeds.

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

If so, do send me your stories and information and look for them in the Summer edition of The Port Hole. The deadline for submissions is April 8, 2017.

NEW Boating Safety App

Discover Boating Canada recently launched a new Boating Safety App. We are pleased to let our members know that CPS-ECP was involved in the development of this new app and contributed content to it.

The Key Features of the App are:

- Boating safety checklists
- Weather resources to help plan trips
- Minimum required safety equipment and navigation light requirements based on vessel type
- Visual references of buoys and beacons
- Interactive Float Plan in which the boater can save multiple plans for quick and easy access
- Emergency procedures information such as recovering someone who has fallen overboard
- Information on how to properly operate a boat such as docking, mooring and anchoring
- Plus much more!

The app is now available for Free Download. To get the Boating Safety App go to: DiscoverBoating.ca/Boat-Safely





Peter Bolton, SN, National Administrative Officer
Cape Lazo Power and Sail Squadron

Spring is here, the sun is shining and the daffodils are rising – well not quite. Where I'm sitting we're just getting over ten days of being stuck in the house with 45 cm of snow in the driveway and the road outside blocked as well.

This takes one's mind to days of real sunshine ahead and the prospect of getting the boat back in the water if you're in Ontario, or in BC, it's already in the water and awaiting the spring service and bottom paint.

This leads me to thinking of checking the boat and making sure that my mandatory and safety equipment is in good working condition and my signalling equipment up to date. It needs to be in good working order, always easy to reach (so that it can be used in an emergency) and well maintained and replaced in accordance with the manufacturer's instructions and recommendations.

How do you know what safety equipment you should be carrying? Well there are two ways. You can go to the Transport Canada websites (listed below) and download the Safe Boating Guide/ Guide de sécurité nautique, and check out the section on Safety Equipment Requirements/ Exigences relatives à l'équipement de sécurité, that starts on page 15 in both language copies. However a much better way is to call your local squadron (you know who and how to get hold of them don't you?) and find out from their Recreational Vessel Courtesy Check Program (RVCC) team leader when they are holding their checks. Are you feeling lucky? Maybe they will check your boat on an individual basis. Call them and give them some work to do! Remember the RVCC checks are free and if the boat passes you get a sticker to display and if your boat doesn't meet the requirements the volunteers do not issue any penalties as this is a preventative and educational program. Preventative in that if you act on the advice given to you, you will have the right lifesaving equipment should you and your boat get into trouble. In addition, should the authorities carry out a check on your safety equipment, the fines are hefty. In BC any unpaid maritime fines find their way to your automobile insurance. Educational in that the volunteers carrying out the check can advise you of where to find needed equipment and advise you of upcoming courses in their Squadron and District. The National RVCC Team

is led by Sarah-Jane Raine and regional contacts are at the end of this article.

What to do with my outdated flares and what are the requirements?

Well from TP511e/f I know two things. For safety signalling because my boat is more than 9 metres I am required to carry one watertight flashlight and 12 flares of type A, B, C or D, and not more than six of them are to be of the D type. The minor technicality is that flares do not last for ever so the plastic bag full of old flares that has been sitting there since 1984 will not do. (Port Hole Fall 2015 P/C/C Doreen Hinksman, [AP](#)). Transport Canada tells us that flares that are older than four years from the date of manufacture must be replaced. Each flare has its date of manufacture stamped on the side. So how do you dispose of your outdated flares ?

This is the third year that CPS-ECP has been operating our Safety Equipment and Flare Return Program under the leadership of Mike Smith. The purpose of the project is to provide education on required safety equipment, the care and maintenance of that equipment and how to safely and effectively use flares when needed. Last year 36 Squadrons from Victoria and Vancouver in the west right across the country to Charlottetown, Halifax and Saint John in the east held events and we are hoping to operate the program at 30 host Squadron locations across the country this year.

If your local Squadron is not holding a Safety Equipment Education and Flare Disposal Day then contact Mike Smith, the National Office (John Gullick) or your Squadron or District Commander who will have details of the events in your District.

When you return the outdated flares to the event hosting Squadrons (and their partner retailers), the old flares will be shipped to CIL Orion for neutralization. Last year the program collected a total of 36,450 flares, which in my book is an amazing number. Remember the idea is education as well as flare return so just don't run into the store, dump the flares and run out again. Stop and talk to the volunteers on duty to find out what courses their Squadron is planning for summer or fall 2017, as we all need to keep our boating knowledge refreshed and up to date.

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Canadian Power and Sail Squadrons

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Bureau de la sécurité nautique - Guide de sécurité nautique (TP511f)
<http://www.tc.gc.ca/fra/securitemaritime/desn-bsn-menu-1362.htm>
Office of Boating Safety website - Safe Boating Guide (TP511e)
<http://www.tc.gc.ca/eng/marinesafety/debs-obs-menu-1362.htm>

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Types of flares:
Type A - Rocket Parachute Flare
Type B - Multi-Star Flare
Type C - Hand Flare
Type D - Smoke Signal (Buoyant or Hand-Held)



Bay of Quinte Power and Sail Squadron and Bay of Quinte Yacht Club members participating in world record setting "Ready, Set, Wear It"

UPCOMING EVENTS

Help Promote Safe Boating, your Squadron and CPS-ECP

Wear Your Life Jacket to Work Day | May 19, 2017 | www.readysetwearit.com

Join your colleagues, peers, and friends around the world in demonstrating how easy it is to wear a life jacket – even at work. The Safe Boating Council is asking you to take a photo of yourself wearing your life jacket at work. Don't forget to post your photo on the "Ready, Set, Wear It!" Facebook wall (www.Facebook.com/ReadySetWearIt) or email to outreach@safeboatingcouncil.org for others to see that you "Wear It!" at work.

Safe Boating Week | May 20-26, 2017 | www.csbc.ca

The purpose of Safe Boating Awareness Week is to promote safe boating practices to the estimated 16 million recreational boaters in Canada who hit the water each year.

Ready, Set, Wear It | May 21, 2017 | www.readysetwearit.com

Participants in cities around the globe will gather to set a world record for the most life jackets worn and inflatable life jackets inflated. The goal is not only to promote the comfortable and versatile options when it comes to life jackets, but also to educate the public about life jackets and safe boating in general. Don't forget to post photos on the "Ready, Set, Wear It!" Facebook wall (www.Facebook.com/ReadySetWearIt) or email to outreach@safeboatingcouncil.org for others to see.



John Gullick, AP
Manager of Government and Special Programs

For those of you planning to take advantage of Parks Canada's free lockage this season to celebrate Canada's 150th we thought some lock tips would be useful. These notes on how to lock through are taken from the CPS-ECP Boating Basics Course:

Where there is considerable difference in water levels between adjacent sections of a river or canal, locks are used to move boats from one level to another.

A conventional lock is a watertight chamber with a watertight gate at each end. If the valves in the lower gate are opened and those in the upper gate remain closed, the water runs out. Boats inside the lock are thereby lowered. When the valves in the lower gate are closed and those in the upper one are opened, the lock fills with water and boats are raised.

There is a different type of lock in which the boats enter a chamber which is like a large bathtub. The chamber is then raised or lowered to carry the boat to a higher or lower level. Although a lift lock is mechanically different from a normal lock, the procedures to be undertaken by boaters are the same.

Lockmasters and attendants are responsible for the safe passage of boats through the locks. Their instructions must be obeyed. These instructions may be conveyed by voice, lights, hand signal or VHF radio.

A red light means that the lock cannot be entered. Boats wishing to pass through must wait at the designated waiting area. In many cases this area is indicated by a prominent blue line painted on the wall close to the lock.

A flashing red light means that the lock is being operated. Boats should keep clear of the lock but get ready to enter.

A green light means the boat can enter the lock slowly and with caution.

In order to lock through quickly and safely, the boat operator must know what is expected and be prepared to do as instructed by the lockmaster. For this reason a copy of the Canal Regulations should be carried on board. This is particularly important

on busy weekends when a dozen or more boats may be locking through the same lock at the same time.

Before entering the lock fenders should be hung on both sides of the boat. Lines must be available at both sides of the stern and at the bow. Lockmasters generally give specific instructions and will usually instruct large boats to enter first. The lock must be entered slowly to avoid carrying the boat's wake into the lock.

The tops of the lock walls are fitted with bollards, posts or rings for temporarily securing the boat. In many locks, chains or cables are hung down the walls. Lines from the boat should be passed around these. The lines will slide up or down as the boat rises or falls. In some locks on the Seaway and Sault Ste. Marie, attendants pass a pair of lines to boaters. In other locks (American locks on the Seaway) small boats put a line around a floating bollard that moves up or down as the lock is filled or emptied.

To avoid fire or explosion all engines must be shut off, all flames must be extinguished and there must be no smoking once the boat is in the lock and secured.

NOTE: Never tie a boat securely to a bollard, ring, cable or chain in the lock, because there is danger of capsizing as the water level changes.

Before leaving the lock blowers must be switched on for at least four minutes before restarting the engine. In many locks you will be asked to leave the blower on all the time which is always a good idea. The lockmaster indicates the order in which boats are to leave and they must do so at low speed.

NOTE: Where there is only a short distance between locks, boats are locked through in groups, and the lockmasters notify one another. Nothing is gained by speeding between locks. It simply means a longer wait at the next lock.

For more information about this and other courses go to www.boatingcourses.ca. To order your free lockage permit visit www.commandesparcs-parksorders.ca



Bradley Schmidt
Markham Agincourt Power and Sail Squadron

Recently I've been learning a great deal about a topic that most of us take for granted, but few of us could enjoy boating without: Docks and Boathouses. Some of what I have learned has been surprising so I thought it would be interesting to share what I've learned in regards to legalities and permits required, various styles available, and choosing the best solution for your application.

Growing up near Muskoka, docks and boathouses were a common sight. Frequently I heard about new structures being built on original foundations, or an existing structure being "grandfathered in" because there are rules preventing new boathouses from being constructed. After a significant amount of research I've learned that isn't exactly true. I think a truer statement is that nowadays it would be difficult, maybe impossible to get a permit for a new boathouse with living space. It is, however, within the realm of possibility to get approval for a boathouse intended to store or park your boat. There are multiple levels of approval required. In Ontario, "a person with plans to build or place a dock or single-storey boathouse floating above, resting on, physically attached to or otherwise covering more than 15 square metres of shore lands will now require a permit under the Public Lands Act". This would come from the MNR. Once this has been secured you would consult with your local Conservation Authority – their focus will be how your structure will disturb the shoreline, and a permit will be required from them (they will likely want to see your MNR permit approval before granting theirs). Finally, you will still need a permit for the actual structure from your local municipality or township. They will want to see the MNR and Conservation permits as well as your engineered drawings and a site plan showing your setbacks are within the zoning requirements. In most areas, simple docks under 15 square metres can be built without permits or approvals, but you will need to be mindful of how it is supported.

There are a number of different styles of docks: floating, crib, and pole. Floating docks are constructed of wood, aluminum, or composite, and have built in floatation in the form of barrels, foam, or purpose built floats. Floating docks have the benefit of maintaining consistent freeboard regardless of water level, but if poorly designed can have a reputation of being tippy. Note that just because it is floating you are not exempt from the permit restriction above which clearly still requires approval over 15 square metres. Crib docks are the most permanent style of dock, but also the most intrusive to the waterway. A crib is a permanent wood structure sitting on the lakebottom and filled with rocks. It would typically protrude above the water and a dock structure would sit on top of the crib. This kind of dock is usually left year-round and is best suited to handle the rigours of the ice. Most boathouses are built on cribs as well. Pole docks can be the least expensive to build and also have the least impact to the aquatic environment. They can be made of wood or aluminum, with posts sitting on the lakebottom and supporting the dock. This kind of dock is taken out in the fall and put back in the water in the spring.

Each property will have its own special requirements. Pole docks are well suited for depths up to six feet, but beyond this depth it may be difficult to keep them stable. Deeper water may call for a floating dock. If you have a lot of wave action, a strong current, or the need to secure large, heavy vessels, you may opt for a more permanent solution like a crib dock. As a jack of all trades, for my application I was sure I would build a wooden pole dock, but had some concerns about the depth and the weight for moving it in and out as the seasons change. At the Toronto Boat Show I surveyed the options and ultimately fell in love with an aluminum and composite dock solution and put my deposit down. More on this topic in a future column.

Interviewing a National Officer – Doug Stewart



“Our biggest and newest challenge is to address the 21st Century”

Each spring many CPS-ECP members not only start getting their boats ready for the summer cruising season but a few select members also begin the task of putting the financial records of their Squadron or District in order for their Annual General Meeting. One National Officer who is very familiar with the finer points is Doug Stewart our National Financial Officer. I contacted Doug early in the month of December 2016 and had my very first Skype interview with him just before Christmas. It was a very interesting chat complete with an excellent video connection!

Doug first joined CPS-ECP in 1994 after taking the old Boating Course with the Calgary Squadron. I was a bit surprised as I know there is a river there but large bodies of water seemed to be a bit distant. However, Doug informed me that there is lots of water to operate on citing the Glenmore Reservoir where he did most of his boating. Now Doug is a sailor so this really intrigued me as I had heard of Prairie Schooners but they are not really a watercraft. He explained that after taking his Boating course he continued in his boating education by enrolling in several Canadian Yachting Association (CYA) courses which

are held on the water! So it was in Calgary’s Glenmore Reservoir that Doug began his sailing career, and to the delight of all sailors there, there are no power boats allowed.

In 1999 Doug moved away from Calgary and became a member of the Vernon Squadron (now the Okanagan Squadron). In early 2000 the Squadron’s Membership Officer approached him about coming onto the Bridge and Doug soon found himself a job as the Squadron’s treasurer. The Squadron was quite active and even hosted a very rare real flare demonstration in conjunction with the local yacht club. Doug also began to teach the various CPS-ECP courses as well and has taught everything from the PCOC and up except for the Junior Navigator and Navigator courses. Vernon Squadron certainly kept Doug busy with instructing but he also found that there was excellent comradeship within the Bridge and with the Members.

Doug continued to serve on the Squadron Bridge and became exposed to the local District, Western Canada Inland District (WCID), which spans three provinces and is the largest geographical District in CPS-ECP. Being the Squadron Commander, Doug became involved in the District Bridge as well and took on various positions which led him to becoming the District Educational Officer and then District Commander. In 2009 the WCID and the USPS District 16 hosted a joint Conference which provided all members with many pleasant memories and lots of information.

Doug now owns a 1996 27 foot Catalina 270 sloop which he sails as often as possible on Lake Okanagan which is located in the very southern portion of the interior of British Columbia. As many sailors like to customize their own vessel Doug has not altered too many things, but his Catalina has seen a few changes

in its rigging and a few items below the decks so that it is now a much better and user-friendly boat. Being a sailor also means when vacation time comes round water is often in the mix so over the past few years several outings involving boats have been made in the Caribbean, the Gulf Islands and the San Juan Islands as well. When I asked which site he preferred Doug said, “Each one is wonderful!” When not on the boat or on the water Doug has other interests as well. He is fond of gardening, reading and photography just to name a few. However, living in one of the best wine producing areas of Canada he also belongs to the Opimian Wine Society. This “involvement has included wine education, some travel, good friends and some great wines along the way!” So if you are invited to a party hosted by Doug his favourite wines are in the red family.

Doug’s National exposure began as WCID’s District Commander and there he began to see the larger picture of CPS-ECP. Once he had finished his term as District Commander he was asked to become a General Director. Being part of the old version of the Governing Board was challenging though as he found with as many as 36 people sitting around the discussion table things could get a bit drawn out and often the focus of the meeting was not on a National issue but a more local concern.

This changed for the better as the new Board has many fewer members (24) and is much more focussed than before. As a result decisions are easier to make and real progress is being made on many fronts which had stagnated in the past. Some of you may remember that Doug was once the Chair of the Rules Committee and so he was most fortunate to be part of the old Operating Committee or OpComm as it was referred to. There Doug saw the hard work that all the

Continued on page: 58

National Officers were engaged with and so when he was approached by the Nominating Committee to become our National Financial Officer he knew what he was in for! As for the time commitment involved, Doug commented that all National Officers put in about one-half to two-thirds of a full time job. When I asked Doug what were his interests in being a National Officer he replied, "Being a National Officer enables me to work with a great 'Team' at the highest decision-making level of the organization".

When the future of CPS-ECP was brought up Doug expressed that, "I see CPS-ECP delivering shorter 'seminars', and more courses electronically, and I believe 'blended learning' is our future." He went on to say that today's students do not always want to be sitting in a classroom, as often their favourite classroom is their phone, so it is very important that this issue gets addressed not only by National but also by the Districts and the Squadrons.

Having spent six years in the management of the organization Doug feels that CPS-ECP is proceeding in the right direction and when I asked about the new Board and its meetings he replied, "I like the Board Meetings much better under the new, reduced Board size of 24 members. There is a lot of energy from the quality and committed participants and there are many experiences and talents represented at the Board level, from across the country."

When I asked about the actual financial situation CPS-ECP finds itself in these days after several years of significant deficits Doug was full of praise for the efforts of CPS-ECP's National Executive Director Walter Kowalchuk who has put in a great deal of effort to control the office expenses at National Headquarters located at 26 Golden Gate Court in Toronto. Doug continued that, "These 'office expenses' are the number one expense for CPS-ECP and Walter has done an amazing job in

delivering significant cost savings while moving forward with the restructuring agenda of CPS-ECP."

I then asked Doug about his vision for CPS-ECP in 2017 and he replied, "I think our new Vision, Mission and Values statement sets a road map for the future. Our new Strategic Plan 2016 – 2020 is a very good one, and provides direction for the next five years. We also have more immediate challenges, being branding, new website development, and upgrading our IT infrastructure and we must continue to evolve our courses into the electronic formats demanded by our customers."

So I would like to thank Doug Stewart for his time and providing all of us with an inside view of a very diverse National position, one that touches on all aspects of CPS-ECP. We are certainly in good hands!

by R. John Garside, *AP*

Sea Salt Galley Kat's SMOKED SALMON CROQUE MONSIEUR

Katherine Haslam, S, Montreal Power and Sail Squadron

INGREDIENTS:

8 slices of sandwich bread
5 oz smoked salmon (give or take)
1 package of Boursin cheese (my choice was the one with cracked pepper)
Several fronds of fresh dill.
3 eggs, lightly beaten
1 tbsp mayonnaise
2 tbsp butter
2 tbsp oil

PREPARATION:

Spread a thin layer of Boursin cheese on each of the 8 bread slices.
Layer salmon on 4 of the bread slices.
Top each of the 4 with a few dill fronds.
Top with remaining 4 bread slices.
Dip each assembled sandwich in the egg, letting it soak into the bread well.
Heat butter and oil in fry pan.
Paint each side of sandwich with mayonnaise and lay in heated pan.



Flip when first side is nicely browned.
When second side is browned, remove from pan, slice and serve while still warm.

Recipe available here:
<http://www.seasaltgalleykat.com/appetizers/smoked-salmon-croque-monsieur/>

VHF DSC Simulator A Huge Success!

The first order period for the ICOM VHF DSC Simulator was a huge success. Not only were there over 30 units ordered across the country, there were several enquiries after the order period closed. For those who missed the first deadline, there is now another opportunity to place an order for this excellent classroom value added teaching tool.

In cooperation with CPS-ECP, ICOM Canada has created a new VHF DSC Simulator that can add value for all Squadrons teaching the VHF Maritime Radio course. This simulator is now available to Squadrons and Districts to purchase through a simple build-to-order program. The next order period closes March 31, 2017 so place your order today to avoid disappointment.

ICOM Canada's VHF DSC Simulator Features

- Created with actual modified ICOM VHF radios that will not actuate the Canadian Coast Guard Response Centre
- Operation of actual radios used on pleasure craft, between fixed and portable units
- Can be used as a companion to the CPS-ECP Maritime Radio Course Student Notes
- Make DSC Distress Call, Regular Call, Individual Call, Group Call, Position Request Call, Position Report Call, Polling Request Call, Test Call, Position Reply
- Receives Distress Call, Distress Relay, Group Call/Geographic Area/All Ships Call
- Receives Call Log
- DSC loop test to test the internal TX and RX signals at the audio frequency level without going "Over the Air"
- Preprogrammed fixed, portable and group MMSI numbers which will be issued by ISED known to be a test unit and will not respond to any calls for those MMSIs
- Radios have GPS units installed so that their location automatically appears on the display. If used in a "dead" GPS area, the information can be manually entered
- Contained within a very durable Pelican case with plug-in 12 volt power and circuit breaker
- Lid folds out as a stand for the unit
- Make and receive standard voice calls on all active simplex channels between radios
- Professionalize your course instruction with real radios for students to use

Simulator Pricing

VHF DSC Simulator Price: \$1500.00

Deposit Required at Time of Order: \$500.00

Balance Payment (Post dated cheque) to be delivered at time of order:

Dated March 31, 2017 (plus applicable taxes by Province)



Eric Meth from ICOM demonstrates the VHF DSC simulator during the Vancouver Conference.

Shipping Cost: Billed at time of delivery and based on delivery location.

Simulator Production Schedule

Orders taken by National Office - This order period: February 1 – March 31, 2017

Production Period: April 1— June 15, 2017

Delivery by: June 30, 2017

How to Order Your Simulator

To order your ICOM Canada VHF DSC Simulator please contact Lynda Green at the National Office: lgreen@cps-ecp.ca or by calling 1-888-277-2628 ext. 0156.

Doreen Hinksman Receives Special Recognition Award from CSBC

Past Chief Commander Doreen Hinksman, AP, was awarded the “Special Recognition Award” at the annual Canadian Safe Boating Council’s (CSBC) Canadian Safe Boating Awards (CASBA) on Sunday, January 22, 2017 in Toronto with representatives from many organizations, marine units, partners and a group of CPS-ECP supporters in attendance.

As paraphrased from the award presentation:

This Special Recognition Award is being given to Doreen Hinksman for her 52 years of volunteer service with the Canadian Power and Sail Squadrons, in promoting boating safety.

Doreen is a Past Chief Commander of CPS-ECP from 1997-1999. She is the first and the only woman to achieve this role in Canada.

Doreen has earned 48 Merit Marks with CPS-ECP. This is a significant number.

Doreen was born outside of London, England and her first boating experience was to take the Empress of Canada ship to Canada to visit her sister. She loved Canada, and we can assume boating, so much that she decided to stay to live in Canada.

She embraced boating and started with sailing lessons at the Royal Hamilton Yacht Club. She then joined the local Weston Squadron which spun off to be part of the Brampton Squadron.

This was 52 years ago!

Doreen and her husband John are avid boaters and very involved at their Squadrons.

Doreen joined the Squadron in 1963 and she wanted to move up and take a leadership role. Doreen is a worker. She likes to do things and is very organized. She was able to become a lady associate – but not allowed to go any further up the line to be a full associate as that was as far as a woman was allowed to go with CPS-ECP.

She thought that is not right and worked diligently to change the rules. In 1973, it took three votes of the then Governing Board to give equal opportunity for women to become a full member.

Doreen is a trailblazer. She kept climbing the CPS-ECP ladder.

She became the first woman on the CPS-ECP Executive committee acting as National Secretary in 1991, in 1995 the National Executive Officer and in 1997 the first woman as Chief Commander.



Photo: Andy Adams

From Left to Right. P/C/C Doreen Hinksman, AP and Canadian Safe Boating Council Director, Barbara Byers.

There have been no other women as Chief with CPS-ECP since then and there has been no woman as Chief with the US Power Squadrons in the USA.

Doreen sees women coming up the line at CPS-ECP and is a mentor for many.

Doreen has Chaired the National Conference Committee for seven years, led the strategic planning process and conducts orientation sessions for all new District Commanders and Directors of the Board.

She has been involved in various capacities with CPS-ECP and she said one of her most rewarding accomplishments was setting up a new initiative for youth in the late 1980s. This program was called Boatwise.

Doreen is viewed as the “go to person” within and she is a person that provides solid advice and direction.

Doreen has been very involved with the United States Power Squadrons for almost 20 years and has been a director of the United Safe Boating Institute in the US representing Canada.

Doreen has received numerous awards including The Joseph Gatfield Leadership Award in 2016. This award honours an individual who demonstrates outstanding leadership and continues to make long lasting contributions to CPS-ECP.

Doreen has given over 50 years of her life to safe boating and safe boating education. She is a role model, a mentor for many and a trailblazer. Please join me in recognizing Doreen Hinksman with this Special Recognition Award.

-Courtesy of the Canadian Safe Boating Council

If My Feet are Wet is the Boat Sinking?

Kathleen and Paul Vanderwood ("K" & "P") of Fraser Squadron
Featuring the S.V. Golden Mean

When we purchased our sailboat, 'The Golden Mean', the bilge pump hose connected into the cockpit drain hose which exited just above the water line. This resulted in an unsightly dirty trail on the white bootstripe.

The Internet provided the idea that if you do not have a bilge alarm (we don't) then you need a visual indicator that the pump is working because you will not hear it over the engine when it is running. So for sailboats this useful bilge pump visual can be having the bilge pump dump the water into the cockpit.

Many years ago, we re-routed the pump hose to exit into our cockpit at seat level.

Hmmm, can you see where this is going?



While enjoying the cruise at Maple Bay, "P", the Captain, decided to clean the salt deposits out of the vented loops and also tighten the stuffing box.

On the morning of Labour Day we watered up, started the engine and had a nice leisurely 'good-bye' chat on the dock. We then slowly motored (aren't sailboats always slow?) into Maple Bay and followed the ebb down Sansum Narrows.

Entering Satellite Channel, we were both sitting in the

cockpit enjoying the morning when suddenly "K" the Admiral, got her feet wet. Meanwhile the bilge pump had started and was pumping furiously.

It was a bit of a freaky moment!

OK, now there is a moment of panic and we:

- Place the engine down to idle and in neutral
- Pull back the carpets and open the bilge
- Note there is water up to the floorboards
- Check the engine, as water is running past it from further back in the boat.
- And ask ourselves, "Could it be the stuffing box?"

We open the cockpit locker and start throwing 'stuff' out to get access to the stuffing box.

In this locker, the vented loop for the raw water injection is mounted and it is busy spraying water from the little vent hole on the top.



Grrr, figured out the problem: "P" had installed the little vent cap the wrong way! It's supposed to let the air in and NOT let the water out!

It was an easy fix, and after pumping the bilges dry we carried on.

So there's another story for our log book.

Nanaimo Squadron Student Cruise

Students Get A Practical Lesson In Towing

Bob Hoffstrom, AP Nanaimo Power and Sail Squadron

At 8:00 a.m on November 6, 2016, three boats set out for a 25 nautical mile return day trip from Nanaimo Harbour to Wakes Cove at the north end of Valdes Island, British Columbia. On board were six students from the fall CPS-ECP Boating Class. It was organized by cruise master Jim Phillip who historically promised and usually delivered great weather and sea conditions for this event. The cruise is intended to be practical experience for skills learned in the classroom, including; identification of navigation aids, plotting a course, and undertaking a fix while underway to determine position. The cruise is also an opportunity for students to transit Dodd Narrows where the current can run at up to six knots, experience the tricky entrance using a private range into Pirates Cove on DeCourcy Island, and negotiate False Narrows where boaters need to follow range markers to avoid the reef. The three boats participating in the event included; sailboat ZACA with skipper Jim Phillip, sailboat Three Seasons with skipper Bill Weller, PC, and powerboat Nakalat with skipper, Bob Hoffstrom and cruise proctor Barb Hoffstrom.

The marine weather forecast was predicting cloudy skies with light SE winds in the morning, increasing to SE 30 knots in the Strait of Georgia early in the afternoon. Since the cruise route was inside protected waters where the winds rarely are as strong as in the Strait of Georgia, the decision was made to proceed, and all boats got underway under power at the designated departure time with two sailboats in the lead and Nakalat picking up the rear. But it was not long before the cruise plan began to unravel.

About half an hour into the cruise, Three Seasons appeared to have stopped, and crew activity was observed on deck. A brief VHF radio conversation with them confirmed that they had engine trouble, and they were going to turn around and sail home, after transferring their student to ZACA which would continue to the destination with the extra student on board. Nakalat then took the lead, passing through Dodd Narrows as the current started to ebb south, reconnoitring Pirates Cove, and arriving for lunch at the Gin Palace Yacht Club in Wakes Cove at approximately 11:00 a.m. The Gin Palace Yacht Club is the personal outpost of Stan Wardill and family who have a beautiful piece of property and dock located there. Stan is a founding member of the Nanaimo Power Squadron, and has graciously offered his docks at Wakes Cove for the CPS-ECP student cruise lunch stop for many years. As we



arrived, the sun came out and it turned out to be very warm and pleasant. ZACA joined us about 45 minutes later for lunch and social gathering on the dock.

At 12:30 p.m. it was time to head back to Nanaimo, but fate struck a second blow to the plan. ZACA's engine would not start. With two engineers and an electrician present, and after some investigating, it was concluded that the starter solenoid was kaput! Options were considered, and with limited daylight looming, it was decided that the students would get an impromptu lesson on towing and a practical application of knots. The lesson included the fabrication of a bridle and joining two 50 ft lengths of 5/8" braided nylon line to form a 100 ft tow line.

With a couple of 330HP diesels in the tow vessel, it did not take much effort to achieve the hull speed of the 37 ft ZACA, and we were back at the Nanaimo Harbour before 3:00 p.m. Although the wind did increase in the early afternoon, a quick check with the Entrance Island Lighthouse report for 2:00 p.m. indicated SSE 13 knots, which was well within our comfort level. A happy ending to another CPS-ECP student cruise.

A Refreshing View from the West Coast - Reflections on 2016

Bert terHart, Gabriola Island Power and Sail Squadron

For me, Christmas has always been a time of reflection and introspection. I look back and wonder what I might have / should have / ought to have done in the past year. It's similar to when a training cycle ends. What could I have done better in the past year to make the Squadron's training efforts and boating information resources more valuable, more accessible, or more rewarding to members and non-members alike.

During the past year my Squadron has been fortunate enough to have John Bullas, Sean Lewis and Dave Trurie teach for us in addition to our long-time teachers: Ralph Hagen, Don Butt and Mike Hoeinghaus. The Squadron Executive has authorized broader, more inclusive courses and workshops such as Maintenance, Junior Navigator and workshop on Introduction to Boating Safety for Kayakers and Paddlers. On behalf of the Squadron, our educational and training efforts are reaching out not only to Gabriolans, but to other squadrons, yacht clubs and associations on Vancouver Island and even further abroad.

Perhaps you're asking yourself: 1) Why bother or 2) What does any of this have to do with me? For my money, the answers to these two questions strike at the very heart of my Squadron's ability to not just survive, but thrive as we move forward into the new year and beyond.

First up: Why bother? Teaching safe boating is why we exist. It's our mandated purpose. But that mandate, and the manner in which we fulfill it, was crafted some time ago. In order to stay relevant and engage a new generation of boaters, whether they be young or old, the Squadron must offer and conduct training that is relevant to these boaters. This is especially challenging in an attention-shortened, digital age. But I believe that lurking beyond technological savvy and relevance is a far more important matter. Not only has the nature of 'boating' changed, but so have 'boats'.

Boating now encompasses craft that no one imagined would be on the water even three years ago. A paddle board or kayak for example, is considered to be a 'vessel' by Collision Regulations in exactly the same way a ferry or deep-sea tanker is considered a vessel. These vessels, and the boaters who go to sea in them are the new generation of boaters I referred to above. In order to fulfill our mandated purpose, we need to be reaching out to this generation. If we do not, our future may be somewhat in doubt.

To stay relevant and engaged, we have to offer courses and workshops that boaters, especially new boaters, find interesting, find valuable, and find relevant to the manner in which they intend to pursue boating. My Squadron's efforts to offer diverse courses and workshops attempt to reflect

exactly that: to stay relevant and engaged. Our efforts to reach out beyond our island's borders are to the same ends.

Secondly, what does all this have to do with you? Beyond a purely social aspect, and to put it rather bluntly, if there is no value in Squadron membership there is no reason to stay a member. Perhaps more importantly, there is no reason to become a member. More and more Squadrons are finding it increasingly difficult to maintain membership levels, let alone grow. I believe the root cause of this is a lack of value.

To address membership value, the Squadron executive has authorized an ambitious series of workshops that lie outside the normal scope of CPS-ECP courses and workshops. These will include Restricted and Low Visibility Navigation, Electronic Navigation, Splicing, Man Overboard, Docking, Anchoring, Weather, and Sail Handling. We offer real-world, practical hands-on experience for our courses, such as the Plotting Exercise and Emergency Signalling/Flare Exercise, to our students. Members are encouraged to audit - free of charge - any course we conduct. We have members of the executive visiting our local marinas and if needed, augmenting chafed and damaged lines with new lines leaving a note reading 'Compliments of the Gabriola Power and Sail Squadron'. And last, but certainly not least, we have an exceptionally hard-working and motivated Social Committee that organizes and delivers lectures, talks, and dinners or delicious goodies that are second to none.

You don't need to attend or participate in everything, but I am certain that we will find something that, if it doesn't pin your ears back, will at the very least pique your boating interest. And if not you, then certainly someone in the community. And that is the method in all the madness. Without a recognizable, respected presence in the community we are potentially fighting a losing battle. Education is by no means the only way to strive for visibility in our community. We have a Communications Committee that works extremely hard at ensuring members and non-members alike are informed of what we're up to, but also ensure the Squadron is an active participant in many local events.

On behalf of everyone, members and non-members alike, who have volunteered their time to help us reach out and teach safe boating this past year, I look forward to seeing you in 2017 in the classroom, at a talk or dinner, and on the water.

And personally, I would like to thank all our students who decided they would like to learn more about what it takes and means to be safe on the water. The enthusiasm, dedication and hard work of all involved in our Squadron activities remains an inspiration.

Securing Our Boats at the Dock Inspect Your Lines

John Bullas, Gabriola Island Power and Sail Squadron
Photos: Don Butt, AP Gabriola Island Power and Sail Squadron



Stern snubber

John Bullas has submitted an article about the need to pay attention to the state of our mooring lines not only in the regular boating season, but also through the blustery winter as well. John is very familiar with winter winds and storms as a career meteorologist.

Some Notes on Safe Harboring:

In 1882, Priscilla Jane Owens, a Sunday school teacher at the Union Square Methodist Episcopal Church in Baltimore, Maryland wrote a song entitled “Will Your Anchor Hold in the Storms of Life”. This song seems to enter my mind more and more as winter is on us. Well, why do we need to pay attention to our docking and mooring lines at this time of year? From a meteorological perspective, autumn is the time when the prevailing wind switches in Georgia Strait from northwest to southeast. A docking or mooring scheme which seemed adequate all summer suddenly is called into question. It is also the time when the temperature contrast from the pole to the equator begins to increase, providing potential energy for storm development. This potential energy is realized in much stronger cyclogenesis and winds throughout the winter. Not only does wind pressure increase on your boat, but large swells also develop. These large swells, with their longer wavelength bend around islands and can

enter even the most sheltered harbour. Swells can produce huge stresses on mooring gear as boats move up and down and sideways in the swells. So... in the wintertime adequate mooring and docking gear is paramount.

I make it a habit to patrol the docks at the Boatel after checking my boat and often I am appalled at what I see. Boats weighing 6000 lb or more are tied to the dock with 5/16" polyester lines, often already showing the strain of wear and chafing, and some are insulated from the dock by only two 3" boat bumpers. Many have no spring lines. I have many times had to rescue boats whose docking lines have broken or are coming loose or whose tiny bumpers have been squashed or smashed between the boat and the dock. Remember that the working load limit for a 5/16" polyester rope in new condition is only about 210 lb, and polyester (and polypropylene) has poor elasticity making it vulnerable to sudden loads such as those caused by swell. A 1/2" nylon rope, on the other hand not only has good elasticity, but has a working load of 525 lb and a new 3/4" nylon rope about 1500 lb. Remember also that the tensile strength of polypropylene lines are degraded by UV and all lines are compromised by strafing (abrasion). Knots further reduce tensile strength by about 50% and looping around a cleat can work the same way as a knot. Add these



Line Fraying



Chafing protection



What is this?



Protected line

all together, and you will see that it's not surprising that boats break free of their moorings. A recent wind event in Kelowna described on the National website shows us the importance of spring lines to prevent boats from being driven forward and back into or under the dock or the neighbour, and the importance of adequate docking lines to prevent breakaway. It is also important not to tie median lines too tight to allow some rocking.

When I recently took the *Boating Essentials* course, a wise instructor said to me "If you can't tie knots, tie lots." I would say the same about rope. Rope is cheap; boats aren't. Figure what you need then double it. As a neighbour remarked to me recently as he secured his boat ahead of a

storm by doubling all lines: "Rope does you no good in the locker." Also note that chafing will wear out a good line very quickly in rough conditions. Using anti-chafing devices will also protect the line's condition effectively and a snubber will take the jerking strain off the line and many boaters use a device such as this at all times

Finally, to end as I began on a musical note; from the 70's song "Silence is Golden" (paraphrased with apologies) "Rope and Bumpers are cheap, but people often are sheep". Or from the choral piece - "There's a Southeaster Coming", sung recently at a concert by the Island Singers: "If your boat's in the harbour then you'd better go check that the ropes are right or you'll own a wreck".

THE DOUGLAS SCALE

Robert Dandurand, P



Robert sails his Tanzer 22, Full Circle, on the St. Lawrence River. He is Rideau District Education Officer and Commander of the Britannia-Rideau Squadron.

It is often said that Francis Beaufort, of the British Royal Navy, was the first to devise a scale of wind force – towards the start of the 19th century. However, in reality he was not, in fact, the originator of such a scale. A similar one was actually in use at least a century earlier – and probably long before that.

We do not know who first devised a scale of wind force. But it would be surprising if medieval Arab seafarers did not use one because they had, by the late 15th century, classified in detail, virtually every aspect of the weather that had any navigational significance. It would be surprising, too, if the mariners of ancient times did not use such a scale – but as they left so few records, we can only speculate.

The scale we all know – the one that bears Beaufort’s name – was formulated at the start of the 19th century. But accounts from 1704 show that a similar scale was in use a century earlier.

Daniel Defoe, in his account of the dreadful tempest that visited the British Isles on 26-27 November 1703, entitled ‘A Collection of the most remarkable Casualties and Disasters which happen’d in the late dreadful Tempest both by Sea and Land’, referred to a 12-point scale that he called a ‘table of degrees’. This comprised, as he put it, “bald terms used by our sailors”:

Defoe’s Table of Degrees

- Stark calm
- Calm weather
- Little wind
- A fine breeze
- A small gale
- A fresh gale
- A topsail gale
- Blows fresh
- A hard gale of wind
- A fret of wind
- A storm
- A tempest

Source: National Maritime Museum, Greenwich, London.

By the beginning of the 19th century, a quantitative version of a wind scale had been devised, as a work by Colonel Capper of the East India Company shows. In his ‘Observations on the winds and monsoons’, 1801, he reproduced “A table of the different velocities and forces of the winds, constructed by Mr. Rous, with great care, from a considerable number of facts and experiments”.

Francis Beaufort devised his scale of wind force in 1805, when serving aboard HMS Woolwich, and first mentioned it in his private log on 13 January 1806, stating that he would, “hereafter estimate the force of the wind according to the following scale”.

Source: http://www.metoffice.gov.uk/media/pdf/4/4/Fact_Sheet_No._6_-_Beaufort_Scale.pdf

The wind sea is the wave movement generated directly by the wind in the observed sea area or in the immediate vicinity. The swell consists of wind-generated waves that are not significantly affected by the local wind at that time. They have been generated from remote gale areas elsewhere or some time ago.

Wavelength	
Short wave	0-100 metres
Average wave	100-200 metres
Long wave	Over 200 metres
Wave height	
Low wave	0-2 metres
Moderate wave	2-4 metres
High wave	Over 4 metres

Source: <http://www.fishingtarget.com/en/douglas-scale.html>



In oceanography, a **sea state** is the general condition of the free surface on a large body of water—with respect to wind waves and swell — at a certain location and moment. A sea state is characterized by statistics, including the wave height, period, and power spectrum. The sea state varies with time, as the wind conditions or swell conditions change. The sea state can either be assessed by an experienced observer, like a trained mariner, or through instruments like weather buoys, wave radar or remote sensing satellites.

In the case of buoy measurements, the statistics are determined for a time interval in which the sea state can be considered to be constant. This duration has to be much longer than the individual wave period, but smaller than the period in which the wind and swell conditions vary significantly. Typically, records of one hundred to one thousand wave-periods are used to determine the wave statistics.

The large number of variables involved in creating the sea state cannot be quickly and easily summarized, so simpler scales are used to give an approximate but concise description of conditions for reporting in a ship's log or similar record.

The World Meteorological Organization sea state code largely adopts the 'wind sea' definition of the Douglas Sea Scale.

WMO Sea State Code	Wave Height (metres)	Characteristics
0	0	Calm (glassy)
1	0 to 0.1	Calm (rippled)
2	0.1 to 0.5	Smooth (wavelets)
3	0.5 to 1.25	Slight
4	1.25 to 2.5	Moderate
5	2.5 to 4	Rough
6	4 to 6	Very rough
7	6 to 9	High
8	9 to 14	Very high
9	Over 14	Phenomenal

Character of the sea swell	
	0. None
Low	1. Short or average 2. Long
Moderate	3. Short 4. Average 5. Long
Heavy	6. Short 7. Average 8. Long
	9. Confused



Boats that I have known: The Mystery Explained...

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

Peering over the side of the boat I kept a watchful eye on this newly discovered wood stove lying just below the surface, just in case it moved or maybe something would pop out of its oven. However, it was certainly not moving and looked as though it had been there a rather long time.

Grandfather then began his explanation.

"Many years ago, well before your time, I was fishing in this area with my new lure and hooked myself onto what I thought was a big fish. The pull on my line was so strong that it even swung the boat around!"

"It must have been huge!" I said.

"Well it turned out not to be a fish at all but a very large turtle," explained Grandfather. "In fact the turtle was so large that I couldn't even reel in my line as I did not want to break my line and lose my new lure. So I let the turtle pull me through the water into this marsh."

"Did he live in the stove?" I asked.

"Not really, but it was in his backyard so-to-speak. In fact he pulled me right next to this very stove!" said Grandfather as he peered over the side of the boat and looked down into the water.

Thinking that maybe the very same turtle might swim by, I too continued peering into the water's depth keeping a careful eye on the stove below. However, no amount of looking seemed to make the turtle appear so I asked Grandfather what happened next.

"Funny you should ask", he said. "The turtle must have known the area really well and knew that the stove would be a good hideout so he swam around the stove, snagged my line and was able to spit out my lure."

"So you did not catch the turtle?" I asked.

"No, but he really created a problem for me as now my new lure was snagged on the stove below us and I was alone in the boat."

"So what did you do?" I asked.

"I rowed the boat around to the other side of the stove and thought that maybe with a different angle I just might be able to pull my line free and retrieve my lure."

"Did it work?"

"Almost." Grandfather replied.

He then went on to explain that even with moving the boat to the other side of the stove the line remained stuck and knowing that the afternoon sun would soon be setting, he felt a bit uneasy being this far away from the cottage as it would be a long row back to his campsite. So with this thought in his mind he looked around and noticed a large maple tree on the bank of the river. He then explained to me that using this as a landmark he felt he could row to the shore and leave his fishing rod there propped up against the tree and return the next day with some recovery tools to save his line and precious new lure.

So Grandfather rowed to the shore, stepped out of the boat and left his rod and reel propped up against the stately maple tree. His trip home was not too long but he did

comment that by the time he reached the campsite it was very nearly dark. After a quick campfire dinner of beans and potatoes he slept under the stars wrapped in his trusty army blanket.

The next day Grandfather was up early and shortly after sunrise. He was back on the river heading for the marsh and the maple tree. It was a sunny day and the gentle breeze made the long row up the river a pleasant event. Nearing the site he saw his special maple tree and then his fishing rod just as he had left it the day before.

Manoeuvring the boat close to the stove Grandfather could see his line and lure. Using a large net that he had brought from the campsite he was able to free the lure from the stove's leg. With that accomplished he then rowed the boat to the shore to retrieve his fishing rod, having left the line and lure in the water beside the old stove. However, his adventure was only just beginning! Reaching the shoreline Grandfather got out of the boat and carried his fishing rod back to the boat. Sitting in the centre of the boat he began to reel the line back in when all of a sudden the rod was almost jerked out of his hands! Something had grabbed onto his new lure and was now swimming away with it!

At this point I asked, "Was it the turtle again?"

"Not this time, but I was really surprised, in fact I almost dropped the whole fishing rod into the drink!" he exclaimed.

Grandfather then explained that by carefully playing the fish he managed to get the line reeled in far enough to see what was on the end, other than his new lure. It was a huge fish! Very long and very large. Needless to say the fish was not interested in being caught and soon managed to spit the lure out and make its escape.

"So you did not catch the fish?" I asked.

"No", said Grandfather, "but every year I like to return to this same spot to see if I can! In fact last year I got a bite that was just the same and it could have been the very same fish."

I sat there in amazement looking down into the water again just hoping that maybe the turtle or maybe even the elusive big fish might appear just to say hello. But that was not to be. Grandfather then eased himself into the back seat of the boat and announced that it was my turn to row! I was excited!

Now having watched him perform those long easy strokes made me think that this rowing thing might even be easy but I was soon to find out differently. I carefully moved from the front seat of the boat to the middle and sat facing Grandfather at the stern.

"Now the easy thing to do is to take one oar and move it back and forth in the water to see how it moves the boat", he said.

So I took the left oar in both my hands and gently moved it through the water. Much to my surprise the oar moved fairly easily and our boat began to move, not in a straight

line, but around in a big circle! Grandfather chuckled and indicated that if I was now to move both oars at the same time, in the same direction, the merry-go-round motion of the boat would stop and we just might move forward.

Concentrating on this tricky manoeuvre took a lot of effort but I was gradually getting the hang of this thing called rowing and the boat began to move forward, ever so slowly.

Grandfather complimented me on my efforts and I continued to row. Seeing that I was now quite content Grandfather cast his line into the river and began fishing. With a few new instructions, I then discovered that by only rowing with one oar you could actually move the boat to the left and the right! This meant that our trip could be even more extensive as the marsh was now closing in on us and by making a few careful turns I was able to get Grandfather and the boat back to the sunken stove and the channel that led back to the river.

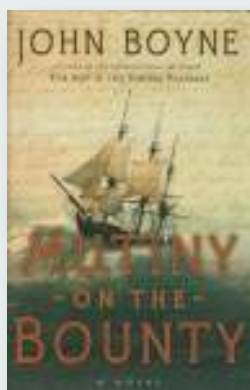
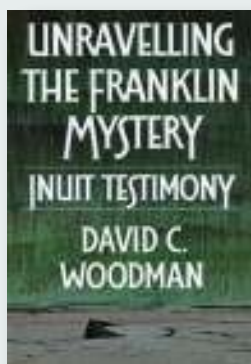
This slow forward motion did not bother Grandfather in the least as he could see that I was more than happy to explore this new skill of rowing and as he was free to fish to his heart's content, everyone was happy. In years to come these positions became the norm, me forever rowing, and Grandfather fishing. This division of labour remained the same even when he was in his late eighties. There he would sit at the stern of the boat with his fishing rod in hand and I, still a child at heart, rowing in the centre seat, still amazed at the action of the oars on the water.

Unfortunately we never returned to the cottages on Trent after that first visit. The turtle may still be there and so may the remnants of the old wood stove but Grandfather and I never fished there again. Forty some years later though, I was now the owner of my own boat, a fifty foot Trojan motor yacht called the Stella Maris VII, and as I motored up the Trent past Campbellford towards Healey Falls I carefully scanned the shoreline for not only the cottage of my past, but also for Grandfather's tree. Sadly I must report the cottages are now gone, but Grandfather's maple tree is still looking good!

Next: "The Mysterious Island – 1 of 30,000"

New Recent Reads Book Reviews

Reviewed by: R. John Garside, [AP](#)



Unravelling the Franklin Mystery – Inuit Testimony

Author: David C. Woodman

Pages: 390

Published: 1991

Publisher: McGill-Queen's University Press

ISBN: 0-7735-0833-3

Just when we thought we knew most of what happened to Franklin and his men in the 1840s along comes a book that adds a fascinating additional note to the fate of the expedition. Woodman, a long time Arctic enthusiast, delves into the extensive records of the Inuit people who actually remember seeing the ships and the men of that ill-fated expedition. Many of these records were taken in the 1850s and passed down in the stories of the Inuit that are still told today.

Woodman takes us on a journey into the very encampments of the Inuit and shows how their stories are not just hearsay, but could very well be based on the true facts as they saw them in 1845. I have always been interested in this part of Canadian history and finding a book that shed some new light on the topic was very rewarding. However, the read is not for the faint of heart as it is most important to keep very careful track of the speakers and know the geography of the land being spoken about. I enhanced my reading of this book by carefully reviewing my very detailed National Geographic Atlas for the general site locations and Google Earth for a view of the actual site. The book has several maps and charts but I found they were just not adequate for me.

Last summer's discovery of a Franklin ship certainly made the news but the revelations put forward by Woodman about the survivors is most interesting as there were several groups of them and some even returned to the ice encrusted ship to further their journey hoping that the short ice-free waters would allow them to escape, but that was not in the cards. I would heartily recommend this book to all those interested in Franklin's expedition as long as you take note of the names, and use your detailed atlas to find your way around.

Mutiny on the Bounty

Author: John Boyne

Pages: 496

Published: 2009

Publisher: Doubleday Canada

ISBN: 978-0-385-66635-0

We all know the story of Captain Bligh and the famous mutiny that took place on April 27, 1789 in the south Pacific. Several movies and books have been written on the subject and each one tries to paint a different picture of the key players. This book is no exception. The author, though using the known facts of the event, weaves a very believable story about the well known main characters by using Captain Bligh's servant as the narrator.

Now in actual fact this is a huge liberty as Bligh's man servant was actually a 30 year old man not a 14 year old juvenile, but it does make for some very interesting reading. The whole story is told from the view of a 14 year old waif who is befriended by a French book patron who just happens to be a good friend of Bligh. Instead of jail time for his offence the 14 year old is given the option of shipping out on the Bounty as the man servant to Bligh which he gladly accepts. However, never before had he been to sea so the learning curve is rather steep and page by page we follow his endeavours and adventures across the ocean.

The author is best known for his book *The Boy in the Striped Pajamas* and writing this book must have been quite a change of pace and depth. The story of the Bounty unfolds without the usual sailing ship terms featured in most books as the main character is still learning the ropes! However, the author does explore the seedy side of England's ports and using this 14 year old's eyes tells a very different story than that of the movies and most of the books on the subject showing that Captain Bligh is not all that bad, but is an unfortunate victim of fate.

Alone Against the Arctic

Author: Anthony Dalton

Pages: 191

Published: 2007

Publisher: Heritage House

ISBN: 978-1-894974-33-2

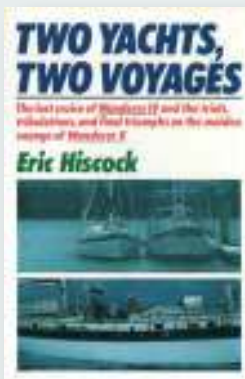
In 1984 adventurer Anthony Dalton undertook a most interesting voyage of discovery and hoped to navigate the North West Passage in a small open boat starting off from Nome, Alaska. Now as I read this book I could not help but feel that the author would benefit from some of our CPS-ECP courses on boating safety and navigation. The Arctic waters off Alaska's western shore are not for the misinformed or the novice and I could not help but feel that Dalton was one of these.

Just the thought of setting out on an adventure as big as this in such a small boat did not sit well with me and as I read each page of his journey I saw that he was often the victim of his own foolhardiness, often was practising anything but safe boating. With the weather being not the best and the water often in a wild state Dalton pushed on into the north just hoping things would get better, and they did not. In fact the weather continued to degrade and with the addition of fog and gale force winds, travel in any boat or ship becomes unsafe and most seaman stay ashore.

Dalton though continued his quest north and finally met his end. Fortunately he survived the mishap but only by the skin of his teeth. I read the book in one sitting as I was appalled that someone in 1984 would think they could do the North West Passage in one season when so many before had perished. The book does provide a look into the adventurer's heart and we all know that boating is more than just a wish, it can be very, very dangerous. This book shows you what not to do.

Readable Relics Book Reviews

Reviewed by: R. John Garside [AP](#)



Two Yachts, Two Voyages

Author: Eric Hiscock
Pages: 167
First Published: 1984
Publisher: W.W. Norton
ISBN: 0-393-03307-4

This book is for all those sailors out there who want to not only sail the Pacific but also do it in a very different way. The author tells his story of sailing his 49 foot yacht across the Pacific to Vancouver and then deciding that it would be a good idea to downsize once he got back to his native New Zealand. Now what I found most interesting was that the author is not in his forties but in his early seventies!

The author and his wife set out from New Zealand for Vancouver and have a most interesting trip stopping at several well-known South Pacific Islands and then after visiting Vancouver return and decide to build a new vessel for their senior years. As long time live-aboards they both know the finer points of living on a little boat and page by page we are taken into their lives as they live the dream that many sailors can only dream of. The old vessel was a well designed and built craft and the new vessel is also begun that way, but things happen, and soon they find out that all is not perfect as their shakedown cruise proves to be quite a test, not only for the boat but also for the two person crew.

The second boat was designed completely from scratch displaying that all vessels do not come off an assembly line. In fact the most interesting designs are the product of mind over matter and restricted cash flow. Needless to say the book is a very good read and I found myself thinking about all those custom yachts that are for sale in the various brokerages, each of them could have a most interesting tale to tell. Hiscock has told his tale very well.



The Boy Fishermen

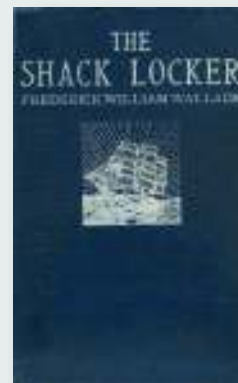
Author: Frank E. Kellogg
Pages: 288
First Published: 1904
Publisher: The Saalfield Publishing Company
Library of Congress Number: n/a

This very early 1900s fictional story of two teenage boys growing up on the banks of the Mississippi River is an interesting look into the life of many Americans at the turn of the century who made their living by fishing the great river. The author takes us into a single parent family where the oldest son continues to work in the fishing business along with one hired hand.

The fictional story is typical of many books of that time but the part of the book I found so interesting was the detailed account of the methods used for fishing in the Mississippi River. The fishing takes place at all times of the day and required a thorough knowledge of the land and the river itself as there were no electric lights or other aids to navigation other than what you could see by star or moonlight. The actual fishing conditions are not unlike those found in the dories of Nova Scotia where there is lots of hard work and very long hours afloat.

An unexpected turn of events results in a visitor coming upon the two boys befriends them and becomes part of their team for a short while. His interest in the area is more historical, as he grew up in the area and has returned to see how things have changed. From his point of view there are many fewer game birds, deer, and a noticeable change in the type of fish now being caught. I could not help but think of our own Great Lakes and the changes that have taken place since 1900.

Kellogg obviously lived close to the Mississippi as the book reads very much like a local historical fiction piece, with lots of interesting factual fishing facts and a few fictional characters to lend it some colour.



The Shack Locker

Author: Frederick William Wallace
Pages: 303
First Published: 1916
Publisher: Hodder & Stoughton Limited
Library of Congress Number: n/a

The title of the book was interesting to me but I had no knowledge about what a "shack locker" was. I soon found out that it is a cupboard found on all maritime fishing schooners where the daily leftover food can be found. So armed with that important piece of information I continued my read into the life of the fisherman of the Grand Banks operating out of the fictional port of Anchorville, Newfoundland. The book is a collection of eight short stories all dealing with the fishing life on board the schooners of the fictional town.

Some are funny, and some are sad, but each one of them has a moral to it and while reading each short story one is reminded of how difficult it was to earn a living in Newfoundland if fishing was your calling. One short story involves a run in with a German submarine in 1916 and the almost believable capture of the intruding vessel.

As with many Newfoundlanders the characters are all very focused on fishing and doing it right. This comes across in each of the stories as the characters plot to get a bigger catch than before and all of this while the weather is anything but cooperative. Wallace certainly has a warm spot for the various captains of the schooners as well, as he explores the problems of navigation prior to radar or radio or anything other than what your eye can see.



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Reservations for CPS-ECP Members

We are pleased to announce that for CPS-ECP members attending the 2017 Conference and AGM a special room rate of \$169/night has been secured. This rate will be available until September 25, 2017 and is subject to availability.

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

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

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

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

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

Look both ways before you cross the strait

The hotel is a quick 10 minute drive from Charlottetown Airport, which has direct flights from Toronto, Ottawa and Montreal for those travelling from Western Canada. You can also choose to travel over The Confederation Bridge, a 13-kilometre engineering marvel, it is a quick, convenient and fascinating way to arrive on the Island. If you are arriving from Nova Scotia you may want to experience The Northumberland Ferry. The 75-minute trip, spent casually enjoying a chat and a snack, lounging on the deck soaking up the sunshine and sea air, is often considered a holiday highlight.

Our conference theme is the "Cradle of Canada"

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

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

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

What does fall taste like?

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

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

Seeing the lights

There are more than 50 lighthouses dotting PEI's 1,760 kilometres of ragged coastline. More than 40 still function as navigational aids. Many have been moved, some more than once, away from the receding shore. One, at West Point, is not only open to the public, but also includes nine guest rooms, a restaurant, and a museum. The lighthouses of PEI: different heights and shapes, varying colours and designs. Each is unique, each has a compelling history, and each has a story to tell. Follow the lights!

The Home of Anne of Green Gables

The world's most beloved red-haired orphan Anne of Green Gables, was born right here in the imagination of Island author L.M. Montgomery. Since its publication in 1908, the novel, Anne of Green Gables, has sold more than 50 million copies and is translated into 18 languages. Fans from around the world come to see Green Gables, the site that inspired the story and to enjoy Anne of Green Gables.

You may think of PEI as a summer destination

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

Take your fall outdoors

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

Visit www.charlottetown2017.com.

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FULL CONFERENCE MEAL PACKAGE

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

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

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

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Friday Theme Dinner – "Cradle of Canada" _____ x \$85 = \$ _____
 Saturday AGM Luncheon _____ x \$60 = \$ _____
 Saturday Chief Commander's Gala Dinner & Dance _____ x \$115 = \$ _____

Tours

Wednesday – Double Decker City Tour _____ x \$32 = \$ _____
 Thursday – Island's Finest Tour (includes lunch) _____ x \$92 = \$ _____
 Friday – South Shore and Bridge Tour _____ x \$58 = \$ _____
 Saturday – History and Wine _____ x \$70 = \$ _____

TOTAL = \$ _____

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

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

PAYMENT INFORMATION

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

Mastercard VISA Name on the card _____

Card no. _____ Expiry Date (mm/yy) _____

Signature _____

Dietary or physical restrictions and other requirements: _____

After September 11, 2017 higher registration rates will apply.

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

CANCELLATION POLICY

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