

The Port Hole

SUMMER 2014

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Photo: Don Butt, [AP](#)



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

The anxious wait of the relatives of the passengers and crew aboard the vanished Malaysian aircraft, and the search for any clues as to what happened which, because of printing schedules, is on-going as I write this, has reminded me of the true importance of filing a cruise plan and of letting people know when you intend to be back home.

It's not as urgent, perhaps, as it was in the days before cell phones and the Internet, but – and there is always a but – there are days when our electronics fail us, either because they are, after all, fallable, or perhaps because of a problem in the provider's system. One of the first of the series of questions that have floated around while the search goes on for any trace of that aircraft was: "But if there was a problem, why didn't they (our relatives) call or text?" The silence was, and remains, baffling.

During the time that Jack and I were cruising around the triangle that connects Ste-Anne de Bellevue to Ottawa, Kingston and the Seaway happened to correspond to a time when I had several young people, not biologically relatives, living with us. It was all very unofficial, generally some young person my own kids had met and liked and then realized that friend needed somewhere positive to live. They all got themselves back into school, or into a satisfying job, and have become fine adults, but some of them came with strong established opinions of their own. One of these was a young man from the east coast, who carried an absolute conviction that anyone who took to the water in a boat would die.

We couldn't convince him to come sailing on a warm summer's day, to see how enjoyable the activity could be. We couldn't convince him that we were never in the sort of peril that is common among fisherfolk who get caught in gales off the coast of Canada. Even with the use of charts, we couldn't convince him that we were never far from land.

This was at the very beginning of the home computer era. I eventually got a computer, but I'd write my stories, print them, and fax them to the editors. There was no email system that we ordinary mortals knew about. There

were no Internet Cafes of Wi Fi connections in hotels. We were dependent on telephones. Land lines.

So, for the sake of Mike's nerves, we had to ensure that we regularly pulled into a marina to call home. It didn't matter when we called. Mike didn't need more than our voices on the answering machine to keep him breathing properly for another day or two.

And that's why the problem was so serious. We had pulled into one of our favourite marinas, I attempted to make a collect call, and I learned that our phone had been disconnected. I called Canada's main (or was it only) telephone company and was told that we had been cut off for non-payment of bill. Because we knew we had to stay connected with home, we had paid our bill, at one of their own centres, well before we cast off. The phone company demanded proof, not possible, in that we were not in the habit of finding room on a 24-foot sailboat for paid bills. So, we paid it again.

We were back home before the telephone company contacted us to say they had received two payments for the same invoice and to tell us that they'd simply hold the extra cash for the next – and, no, they were not going to collect interest on my money because of their error. They did, grudgingly, send a refund.

In the end, it was a learning moment. Never rely on just one system. Always have a backup plan. Ensure that everyone knows what Plan B will look like.

Mike would be properly impressed every time we came back alive, relaxed and happy, but we never did get him onto *Hirondelle*. But I thought of him, and that summer, and how we never know when the systems we trust can fail us, when I heard those frantic relatives saying, "But why didn't they phone if the aircraft was in trouble?"



**Carolyn Reid SN, National Training Officer,
Frenchman's Bay Power and Sail Squadron**

ENOUGH!

Enough talk about “The world is changing too fast”, and “This is a new world of change”. British Prime Minister Benjamin Disraeli observed in the late 1800s, “Change is inevitable, change is a constant”.

Seventy-five years ago a small group of gentlemen in Windsor, Ontario decided to pick up a twenty-five year old, American idea to educate people about safe boating in the Windsor area. That was the beginning of CPS-ECP. Every year since then our organization has changed: from a very few to a membership of 26,000; from a local club to an organization that spreads across Canada; from a few borrowed courses to a virtual library of courses of our own.

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 and 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. Spanish is the third most popular language in Canada. Should we be considering this translation next?
- Our first three introductory courses, PCOC (Boating Basics), Boating Essentials and VHF Maritime Radio are now also available in English and French 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 an instructor guided, self-study course for students who cannot commit for a specific night each week to attend lectures. Work can be done within the time frame of the individual student.
- Sur l'eau and PCOC (Boating Basics) are also now available as an online course. 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 their teaching. One of our instructors from Halifax, Scotty Hayward,

has been teaching students far across Canada through a virtual classroom approach. Dalhousie University allows him to use the facilities of its computer labs to do this. We plan to incorporate the program GoToTraining to encourage more widespread offerings 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 waves 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 and acquire a mark of 80%. 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.
- A group of instructors in BC are examining the possibility of offering a practical, on-the-water course for new recreational boaters.
- 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. More important for the future is the fact that the suggestions that led to these initiatives did not come only from the leadership of the Training Department, but mostly from our network of students, instructors, squadrons, districts, administrators, DEEs, Course Directors, and other National Departments. It is by open, two-way communication from these people that we are able to access the experience, knowledge, and resources we will require to meet constant change.

As Samuel Johnson noted “Change is not made without inconvenience, even when it is needed and for the better”. Our past members met the challenge and inconvenience of constant change. I believe we are doing the same today, and will do so in the future.



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

Canadian Power and Sail Squadrons
Les Escadrilles canadiennes de plaisance
26 Golden Gate Court
Toronto, ON M1P 3A5
1-888-CPS-BOAT F. 416-293-2445
theporthole@cps-ecp.ca
www.cpsboat.ca

Executive Director
Walter Kowalchuk



Mail Call
theporthole@cps-ecp.ca

Avalon Member was Inducted to the Volunteer Hall of Fame' for Newfoundland/Labrador

On October 4th 2013, P/S/C Ralph Barrett, founding member of Avalon Squadron and who served as Commander of Avalon for 4 years, was inducted into the 'Volunteer Hall of Fame' for Newfoundland/Labrador .

Organizations that benefited from his work that led to his induction, include;

Boy Scouts of Canada, Primate's World Relief & Development Fund, Janeway, Hospital Telethon, Province of N/L 'fossil protection', Canadian Coast Guard, National Recreational Boating Advisory Council , Transport Canada, Regional Recreational Boating Advisory Council, Oxford and Cambridge Universities

Volunteerism of Parry Sound Member Ms King-Wilson

Volunteerism: Ms King-Wilson is committed to economic development. Chairing Sail Parry Sound, Sound Process, Parry Sound Area Tourism and the hospital capital campaign, to support community improvement, she also served 20 years with Parry Sound Power and Sail Squadron Executive.

Marianne was recommended for the Diamond Jubilee Medal, in recognition of her volunteer work in support of economic development and boating safety in Parry Sound.

Her own boating safety education began as a child with two marinas owned by the family, Sea Rangers, and her father's enthusiasm as a charter member of the local Power Squadron. For the past 20 years she has volunteered in various leadership roles in the Executive Committee of Parry Sound Power and Sail Squadron, including as Commander in 1997-8. She ran the Canada Day Sailpast for several years.

Growing up in local family businesses, Marianne was keenly aware of the need for economic development. She has volunteered for, and been invited to chair, a variety of economic development groups, since returning to the area as a permanent resident in 1996. As examples:

Chair of Parry Sound Area Tourism 1997-99, Chair of the broad partnership "Sound Process" 1998-2000, Founding President of Sail Parry Sound, with dual objectives of economic development and youth development. She was Regatta Chair for major events including the Shark World Championship, with 54 international crews and families and 300 volunteers. Sail Parry Sound Sailing school has been named best in Canada (2003) From 1999-2004 she championed Parry Sound as the site for Olympic yachting 2008 as part of the TO bid. All the waterfront communities, including First Nations were signatories. Campaign Chair of the Health Centre fundraising team 1999-2002

Her volunteer work prior to returning to Parry Sound was primarily in the GTA, related to boating safety and consumer education and service. Selected examples: PR Officer, Don Valley Power Squadron; President of the Canadian Society of Consumer Affairs Professionals, Chair, Faculty Advisory Committee, Ryerson Polytechnical University School of Nutrition, Consumer and Family Studies 1992-96.

Boating cartoons to colour Port Hole

Sacha Warunkiw was born in Edmonton with the blood of an artist coursing through his veins. He dreamed of animated cartoons while working on the farm, scouting, and marching with Canadian Air Cadets. At age seven, he won first prize for his cartoon of the ESSO Service Man.

When the family moved to Las Vegas while Sacha was in high school, he saw a chance to get closer to the world of film. He fast tracked courses in live action film until the Vietnam war reframed his direction. Three months before graduation, he drove to Vancouver, a Canadian teenager returning to Canada. In Montreal, Canada's film capital, he began a short career in animation and a longer career in advertising. Seven year later, in Toronto, he opened a professional practice, freelance photography, cartoons, and graphic design.

In 1990, a close friend suggested buying a boat. Sacha's response: "Why would a Prairie Boy want to go sailing? I hate water". However, he and Mike started looking for the right boat, one that would withstand ocean storms and have fast rightability if she rolled or pitchpoled. Their choice was *Nipkin*, a beautiful old Alberg 30, hull number 508. Meanwhile, with his fingers curling into his palms, Sacha saw a hand surgeon who diagnosed Dupuytren's disease, a genetic disorder that would require surgery in four to five years. Said the doctor, "Now you know you are descended from Vikings. It's a genetic disorder from the Norsemen." Sacha's reaction? "Maybe, I'll take to the water like a duck." And he did.

Canadian Power and Sail Squadron came next, hammering Seamanship, Navigation/VHF and Boating Safety into the old Viking's head. After certification aboard, the crew was underway on Lake Ontario to top off the training in preparation for a safe journey to ocean.

The intended voyage began in June, 1993 but ended at Fort Lauderdale, which Sacha renamed Fort Lingerdale, where he created greeting cards for boaters. At the Boat Show, he gave a card to a reluctant buyer, Laurene Parlatore. Three months later, she invited Sacha to contribute cartoons to *PassageMaker*, a new Trawler magazine she and husband Bill were launching. The gig lasted 17 years.

Meanwhile, *Nipkin* and crew set sail for West End Grand. After seven years aboard the *Nipkin*, cruising the Bahamas, family realities brought the crew back to Canada. Sacha lives beside a waterfall in Prince Edward County, ON, is a member of the Quinte Power and Sail Squadron and still has his sea legs. He loves heading out on Lake Ontario or Bay of Quinte with friends. His cartoon book, *Underway*, has been distributed to more than 7,000 North American boaters. Another 5,000 were donated to CPS-ECP for Proctors and Bridge Officers across Canada to honour their selfless efforts in teaching.

"I'd like to think my cartoons bring out the humour that arises from everyone's boating experiences. If one person breaks out laughing and says, 'Hey, that happened to me, then it has all been worth it,' says Sacha.





Bradley Schmidt
Markham - Agincourt Power and Sail Squadron

1962 Nomad Restoration Part 1

It was in November, 2010, in the 14th edition of Jet Set that I first mentioned the Nomad Camping Trailer / Boat combination. In the early 1960's a Canadian company designed and marketed these unique creations. The base is a moulded fibreglass trailer with a pop-up tent and a bed, and the lid is a fibreglass boat rated for a 7HP outboard motor. The most unique feature is that the trailer itself floats, meaning you can tow the rig as far as the roads go, flip the boat over and hook up a motor, then tow the trailer through the water to your island camping destination. In the thirteen columns that have followed that initial introduction I have made and subsequently broken many promises in regards to the restoration of my Nomad. It may have taken four years, but the restoration is complete. The images and captions below show what was involved. Stay tuned for Part 2 to see the finished product.



The old cracking gelcoat was stripped from the boat and multiple layers of fibreglass cloth and resin were applied.



Multiple layers of polyester body filler were applied..



New woodwork was installed and the inside of both halves were painted.



The outside of both halves were primed and painted.



New tent poles were fabricated from electrical conduit.



The outdoor fabric was mocked up and marked to be sewn into a tent.



John Gullick, AP
Manager, Government and Special Programs
 Send your questions to: theporthole@cps-ecp.ca

Q: What courses are mandatory to complete in order to fly the power squadron flag and to affect my boat insurance?

A: Flying the CPS-ECP flag indicates that a boater is a full and currently active member of CPS-ECP. Full Membership is available to those who have passed the *Boating Course* exam or now both the *Boating Basics* and *Boating Essentials* exams. If a person does not become a member and/or maintain that membership they may not fly the flag. Many insurance companies will offer reduced rates to those who have taken our courses including Boating Basics. Cowan Insurance, a CPS-ECP partner, will offer a 5% reduction for Boating Basics, 15% for Boating or Boating Essentials and an additional 5% for other courses up to a total of 25%.

Q: Is a Pleasure Craft Operator Card required to operate a houseboat on the St. Lawrence River?

The houseboat company in Gananoque that we're thinking of renting from states on their website that this is not a requirement. I'm not sure. I have my operator card, but other people in our group do not.

A: Canadian regulation requires that all operators provide proof of operator competency. The PCOC is the primary form of that proof but a signed Rental Boat Safety Check List also serves as proof and that needs to come from the rental agency. It is only good for the length of the single rental and needs to cover all potential operators.

Q: I have a VHF radio on my sailboat, I use it for marine forecasts and for distress calls, do I legally need a license to operate it? I seem to be confused between Station license and operators certificate.

A: Yes, you legally need a Restricted Operator's Certificate (Maritime) (ROC(M)) to operate a marine band radio even if you are only using it to monitor weather and Channel 16. If a radio is on board and can be turned on then all operators need their ROC(M). The Station License is a license for the radio itself, the physical unit. The law does not require you to have one if you are operating in Canadian waters only. If you cross into U.S. waters then you are required to have a Canadian station license for any fixed or hand held marine radio (VHF). You can get the Station License from Industry Canada. There is a fee and it must be renewed annually.

Q: I don't have a VHF operators licence, nor a station licence. I bought a boat in the US. It is registered and moored in the US. It is equipped with a VHF radio. Am I prohibited from

using it, say in an emergency? Can I turn it on and listen?

A: If the vessel is licensed in the U.S. and stays in U.S. waters there is currently no U.S. regulation that requires either an operator certificate or a Station License. If the boat travels into Canadian waters the U.S. FCC requires that the radio have a valid Station License.

A Canadian Operator Certificate would be required if the boat is in Canadian waters for more than 45 days continuous. On a side note, if your address is a Canadian one, as soon as you enter Canadian waters you will be required to pay Canadian taxes so you might want to have a conversation with Canada Customs.

Q: Could you please advise if an Australian issued Marine Radio Operators Certificate of Proficiency (MROCP), which is valid for operation of VHF and HF radio in Australia is also valid for operation of a marine radio in Canada?

A: There is currently no reciprocal agreement between countries. Our Regulations state that a person operating their own out of country licensed or registered vessel can do so as long as they meet their own countries requirements for up to 45 days continuous. After those 45 days continuous they must meet all Canadian requirements and that would include having a Canadian Restricted Operator Certificate (Maritime) – ROC(M).

Q: I am having a problem with my new Uniden DSC VHF radio. I can transmit up to 10 miles. I can't receive. I can receive up to about 3 miles at 25 watt. I boat out of Point Abino close to Fort Erie. What setting should I be on US, International, or Canada?

A: It sounds like you may have an aerial problem which can affect both sending and receiving. This is the most common cause of problems related to the effective use of VHF radios. Regardless I would be contacting those who sold you the radio for technical assistance. I think you should be on Canada setting but that should not affect your ability to send and receive.

Q: I plan on making several visits to Toronto harbour this summer, do I need a Toronto harbour license and if so do I need to drive there and do the test prior to sailing into Toronto?

A: Yes, you need a Toronto Harbour License to operate a recreational vessel in Toronto Harbour. For more information contact the Toronto Police Marine Unit or the Toronto Harbour Commission. They can answer any questions you have about testing.

Education is the antidote to “stupid boating”

Mark Burley

Kelowna Power and Sail Squadron

In 2001, after being a Canadian Power and Sail Squadron member and student, I decided to become involved as a volunteer. My basic avenue of volunteerism was as an instructor. I took on the *Basic Boating* course instruction, then moved on to the Pleasure Craft Operator's Card training. I actually instructed all the dock hands for the Ontario Place Marina for two years in a row prior to moving to BC.

But, I digress...

Among other things, I saw overloaded boats, incorrect fueling protocol, complete ignorance to the “rules of the road” and too many boats with openly flagrant booze consumption. To this day I don't understand why someone would invest the kind of money that is involved in the purchase of a boat and then treat the boat and themselves with an utter lack of sense of responsibility.

Most boaters don't even know the right of way on the water. There are no stop signs, stop lights or painted lanes to use to get you from point A to point B. The only way to be safe is through education.

Simply put, if you know that your port, or left, side light is red and the right, starboard, is green then you know the simple rule of right of way. If you are approaching a boat on his left or port quarter, you see a red light. That's kind of a gimme...probably you should stop and “give way” just like you would driving your car.

Would you put nine people in a 6-passenger vehicle? Then would you turn up your over-priced, over-powered stereo with everyone loaded in the vehicle? Then would you head out on the biggest highway for a cruise? I don't think you would say yes to any one of the questions. So my question is, why do some who own boats think that's acceptable behaviour.

I watched people with boats larger than a ski boat come and go at the gas dock close to where I am slipped. What amazes me is that the person who is the captain is the only one who gets off the boat during refuelling. The rule/law is that everyone is off the boat, hatches are closed, batteries turned off and then the blower is run for four minutes after fuelling is completed.

Children are in a state of pure joy when they're on the water. My daughter's two boys are on our boat, the docks, in the dingy or on the water with us just about every weekend. The rule is life jacket on whenever they're on the upper deck, on the dock or in the dingy. Downstairs, they are not required as if we were unfortunate enough to be in an accident where we flipped, those life jackets could hinder them getting out

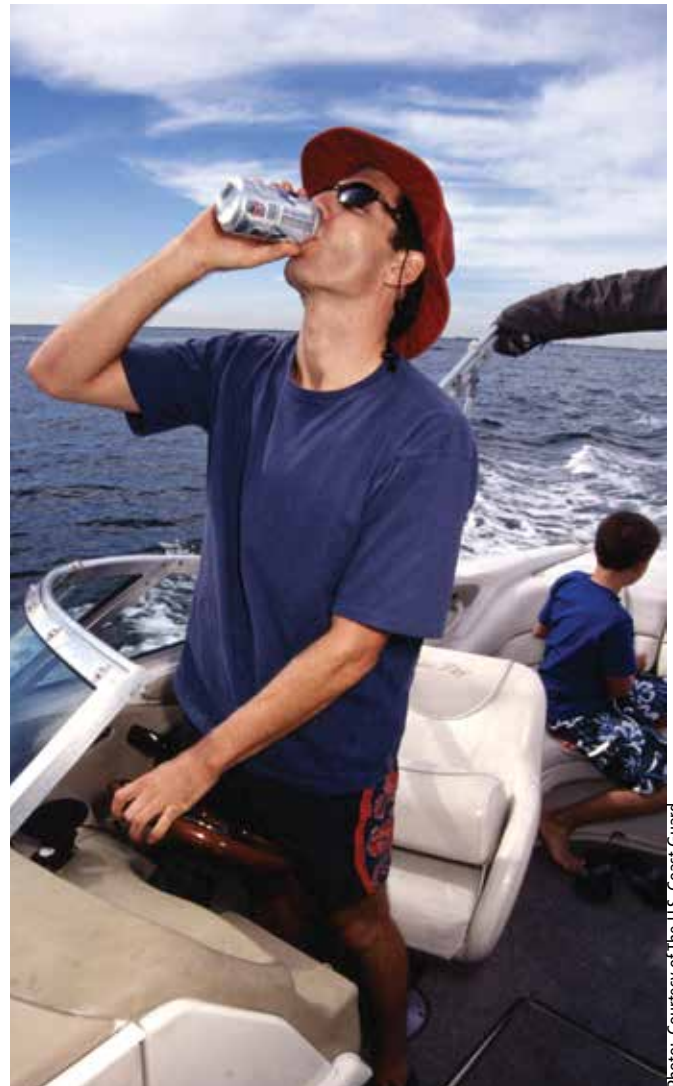


Photo: Courtesy of the U.S. Coast Guard

The Kelowna Yacht Club has a great initiative. They have a PFD loaner station that is the first thing you see when you go through the gate to the docks. This is great for visitors who would otherwise not have a life jacket or PFD for their kids. The station's “position statement” is “kids don't float.” You know...neither do incapacitated adults. Life jackets don't work when they're not worn.

Boating education is available and is reasonable in cost. Most CPS-ECP courses happen in the off season for boating. It's a great way to keep boating “alive” when it's winter or you're not in the water. Education is fun and makes for safer boating for all of us.

Be smart. Don't be an idiot. We all lose.

From Mark Burley's blog, www.burleyboating.com used with permission



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Ocean garbage and a missing aircraft: Will public awareness help?

Joan Eyolfson Cadham

What can we humans do to reduce the amount of trash in the oceans? The answers, says to Marcus Eriksen, the executive director and co-founder of the environmental advocacy group, 5 Gyres, quoted by Andrew Freedman on *mashable.com* April 3, starts on land, not in the water.

The amount of debris in our oceans made headlines this spring as a side bar to the story of the disappearance of Malaysia Airlines Boeing 777-200, flight 370, which vanished with 229 people on board. The search, by sea and air, eventually centred on the Indian ocean off the west coast of Australia. But hopes for answers rose and fell, over and over, when sighting after sighting of debris, possibly from the aircraft, proved to be nothing but an accumulation of trash. How much valuable search time was lost, a concern because of the short life span of the batteries in the black box flight recorders, will never be known. But the wasted time and the resultant concern and frustration became just one part of the awareness about the ocean as a human garbage dump.

As concerns rose about the life span of the black box batteries, and more and more promising leads turned up nothing

but flotsam, the intensity of the global headlines increased: “Ocean garbage frustrates...”, “Plane search hampered...”, “Floating rubbish hinders...”

It is no longer just about the Great Pacific Ocean garbage patch that was once regarded as the sole oceanic graveyard for man-made junk. Now the word in the news reports is gyres. Five of them. North and South Atlantic, North and South Pacific, and the Indian Ocean.

The U.S. Department of Commerce National Oceanic and Atmospheric Administration explains gyres this way: “Global winds drag on the water’s surface, causing it to move and build up in the direction that the wind is blowing. And just as the Coriolis effect deflects winds to the right in the Northern Hemisphere and to the left in the Southern Hemisphere, it also results in the deflection of major surface ocean currents to the right in the Northern Hemisphere (in a clockwise spiral) and to the left in the Southern Hemisphere (in a counter-clockwise spiral). These major spirals of ocean-circling currents are called “gyres” and occur north and south of the equator. They do not occur at the equator, where the Coriolis effect is not present (Ross, 1995).” (From the U.S. Department of Commerce National Oceanic and Atmospheric Administration, online)

In the midst of all of this, we learned that shipping companies do not have to report the loss of a shipping container at sea. Some of these will sink. Some will remain visible. Some will float under the surface, lying in wait for unsuspecting traffic. And, at the other end of the scale, far from 70-foot shipping containers, are plastic stir sticks. And that leads Marcus Eirksen to ask a simple but profound question: “Why do we have to use plastic for a straw that we use for 10 minutes.” Plastic, after all, is made to be virtually indestructible.

The proof of the problem lies in a list compiled by the Ocean Conservancy organization. Their volunteers scour coastlines and inlets in 97 countries, picking up trash and counting everything. The first seven groups on their list of biggest hauls are: cigarette butts, food wrappers and containers, plastic bottles, plastic bags, caps and lids, and lumped together, plastic cups, plates, forks, knives, spoons, drinking straws and stir sticks. We serve our food and our drinks on plastic, and it finds its way to the ocean where, rather than bio-degrading, it breaks down into pieces the size of rice and is ingested by sea life.

Charles J. Moore is an oceanographer and racing boat captain. However, he is best known as the man who first identified the Great Pacific Ocean garbage patch and has written extensively in an attempt to spread the word about floating plastic debris. He is also science advisor to the 5 Gyres organization.

According to Moore, recent studies show that about 90% of ocean trash is plastic. But, he warns, there are probably up to 10,000 lost shipping containers drifting around the world, carried on ocean currents. Another source of trash is discarded fishing gear, something that has been found frequently at sites searched by boats and aircraft looking for debris from the Malaysian flight.

So, we know it's out there. Because of the search for the missing aircraft, the entire world knows about it. We can

never again pretend that using the ocean as a giant garbage dump is acceptable. We are never going to capture the tiny bits of plastic that are already a hazard to marine life, but the time is ripe to find solutions to future the expansion of ocean trash.

The place to start, say both Eriksen and Moore, is on land. They would start with a push to make the plastics industry take responsibility for their products not just during the manufacturing process but right through to disposal. That might mean offering a recycling program for all plastics in the way consumers get paid to return bottles and cans. The same incentives could be offered to fishermen. They could turn in their own worn equipment for cash, and they could also return any floating gear they find. At the same time, are we boaters not the ideal group to lobby for tougher regulations regarding lost shipping containers?

But while we are talking about recycling, there's an earlier step that would create a massive change. No more stopping at Reduce, Reuse and Recycle. The entire industrial complex, and the buying public, needs to add one more R: Re-think. Re-think the use of plastics for items that are intended for one short use – stir sticks come to mind first, of course. But why make disposable plastic plates when paper works as well for one use? How about re-thinking the amount of double and triple packaging we see in the stores? What about the use of paper products which will bio-degrade? That won't happen until concerned consumers demand change and begin to talk to the people who can make the change, rather than just to one another.

As Moore said in an interview, every item that is built needs to have a pre-planned “reincarnation pathway” so that it cannot wind up traveling the global seas, going from gyre to gyre like a baton stuck in an endless relay race.



Port Moody Power and Sail Squadron Shoreline Cleanup. Photo: Sukru Yigit

Great Canadian Shoreline Cleanup

September 20-24, 2014

You can make a world of difference by joining Canadians from coast to coast to clean up shoreline litter in your community.

Book your cleanup site at:
www.shorelinecleanup.ca

Salvage operations on sunken American wartime supply ship wreck completed

The *Brigadier General M. G. Zalinski*, was a 27-year-old 70-metre former Great Lakes freighter purchased by the American War Department in 1941. She had a regular route up Canada's Inside Passage to Alaska, ferrying supplies to American basis. On September 26, 1946, en route from Seattle to Whittier, Alaska, carrying a cargo that included 500-pound (230 kg) bombs and .30 and .50 caliber ammunition as well as 6.5 tons of paint, 82 tons of gasoline and about 200 tons of bunker C oil, the ship went down in the Grenville Channel, 55 miles south of Prince Rupert. *Zalinski* had fallen victim to a combination of a tough deadline, an overworked ship's pilot and a brutal storm. She hit the rocks on Pitt Island and was gone within 25 minutes. The crew escaped into lifeboats and no lives were lost, but the ship, with the munitions and nearly full fuel tanks, settled, upside down, 27 metres under the ocean surface, on the ledge of an underwater cliff. And there she rested, undisturbed, for 57 years.

During that time, First Nations fishermen from Hartley Bay, located about 20 kilometres away, periodically reported oil slicks surfacing in the area. In September, 2003, an American Coast Guard cutter reported an oil slick off Lowe Inlet, Lowe Inlet, 22 km north of the bottom end of Grenville Channel. The Canadian Coast Guard investigated, found the slick, took oil samples, but couldn't locate a likely source. A few weeks later, an airline pilot reported slick and the Canadian Coast Guard found three miles of affected shoreline but, still, no source. Eventually, Coast Guard postulated that the source had to be an old wreck.

That theory was confirmed on October 30 that year, when a survey by a remote control underwater vehicle located the wreck. Divers went down to plug leaks in the hull, until the name of the ship, her history and her cargo

were discovered. Because of the cargo of munitions, operations ceased. The site was assessed and declared safe, but in January 2004, mariners were warned to avoid anchoring or fishing within 200 meters of the wreck.

When more oil was discovered in April 2012, Canadian Coast Guard contracted divers to patch the vessel with a commercial epoxy compound that cures and hardens underwater. However, by 2012, with more leaking and more patches, divers reported that the metal rivets used in hull construction were corroding. The ship was buckling. Plans had to be made to recover the fuel.

The initial idea was to use a fairly standard procedure. Holes would be carefully drilled into the *Zalinski's* tanks to allow for hot steam to be circulated through them, and the oil would be pumped through hoses to the surface. That plan broke down in the face of the state of the ship and the tanks – rusted, and fragile. The oil had spread around the ship.

So, pumps and hoses were connected to the hot tap locations and the bunker fuel was sucked out of the hull. There was an upside to the method. Workers managed to recover large quantities of oily water as well as oil.

Salvage operation involving the sunken US supply ship, *General M.G. Zalinski*, was completed in December 2013, reportedly went well, and was declared a success. Canadian Coast Guard did not encounter any major problems with the operation. Monitoring of the ship will be ongoing and a final check of the vessel was planned for spring 2014.

—with thanks to the Prince George Power and Sail Squadron newsletter, Icebreaker



FIND US ON SOCIAL MEDIA

www.facebook.com/CPSboat
www.cpsboat.wordpress.com

www.twitter.com/CPSboat
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Boating Green Tips

Nick Baets, CN, Environmental Affairs Officer, Ottawa Power and Sail Squadron
Previously published in the Rideau Ripples newsletter, used with permission

Protect the Water's Bottom

Anchoring is an art we can perfect to protect the water's bottom.

After spending hours in the relatively confined spaces of your boat nothing is more exhilarating than anchoring, lowering the dinghy and puttering ashore off to an excursion. It's an opportunity to stretch your legs, walk your dog, let the kids play, see interesting plants and wildlife, encounter stunning vistas – in short one of the main reasons we boat.

Boats can take us to remote places landlubbers can't visit and many humans seldom get to see. Advances in navigational technology make it possible to safely arrive at wilderness areas that are not even well charted. But with these awesome areas we visit comes an equal awesome responsibility to leave the areas we visit as pristine as they were before we got there. There is a long standing wilderness ethic, "Leave no trace behind", divers have a similar credo, "Take only pictures, leave only bubbles". With only slight modification, we boaters

can strive to leave little evidence of our visit, "Leave no wake, no trace behind".

Eight Principles of Leave no Wake, No Trace Behind

1. Plan ahead and prepare
2. Travel and camp on durable surfaces
3. Dispose of waste properly
4. Leave what you find
5. Minimize campfire impacts
6. Respect wildlife
7. Be considerate of other boaters and visitors
8. Don't anchor on top of other boats

Internet Search Terms; "Leave no Trace Behind"

Excerpt from "Boat Green" 50 Steps Boaters can take to save our waters by Clyde W. Ford.

Leave No Wake, No Trace Behind

Adopt this wilderness ethic when going ashore

Boating makes it possible for us to get to beautiful places; our boat's anchor allows us to stay there. While proper anchoring is taught in the CPS-ECP Boating course, it can be harsh on the water's bottom depending on the composition of the river, lake or seabed. Fortunately there are steps we can take that minimize the impact.

The impact of Anchoring

Lowering and raising an anchor or swinging on an anchor can destroy wide swaths of bottom vegetation, an important habitat for small fish and other marine life.

Mooring buoys in popular anchorages can help preserve the bottom and allow it to heal and regenerate from previous damage. Especially in areas with coral mooring on a buoy is the responsible thing to do.

Marine Protected Area's (MPA's) have been designated worldwide where anchoring is either prohibited or tightly regulated. (Example: at the Florida Keys huge fines are handed out if your anchor destroys sea grass area's)

Steps You Can Take

- Know the bottom of any area that you are considering anchoring in. Read your chart and know the chart symbols that specify bottom type.
- Don't anchor over coral, sea grass or kelp beds, if possible. Look for a sandy spot instead.
- Use the proper anchor scope for the depth of water. Don't just let out rode. Read your depth sounder and measure the amount of rode depending on the appropriate scope.
- Use mooring buoys whenever possible.
- Use a marine plant and animal guide to learn about the various forms of life whose habitat you're sharing where you anchor.

Excerpt from "Boat Green" 50 Steps Boaters can take to save our waters by Clyde W. Ford.

COLDEST WINTER IN YEARS

Lakes and rivers will be colder this boating season.

It's time to review prevention and treatment of Cold Water Shock and Hypothermia.

Cold water shock

Cold water shock causes more deaths than hypothermia. Canada's typically cold waters are especially dangerous if you are unexpectedly immersed in them.

There are four main stages to the body's reaction to cold water immersion (15°C or colder):

- Gasp for air for 3 to 5 minutes
- Muscle spasms or paralyzing of muscles instantly
- Rise in heart rate and increase in blood pressure
- Fast drop in body temperature.

Wearing a life jacket makes you float and allows a better chance of survival.

Do everything you can to save your energy and body heat. Do not swim to keep warm. Swim only if you can join others or reach safety. Cold water shock reduces your ability to think or move.

There are several ways to increase survival time when immersed in cold water. Heat loss to the cold water is the prime concern. Try to get as much of the body out of the water as possible by climbing onto any nearby floating object. If there is no floating object available, a lone person should adopt a "heat escape lessening position" (HELP), by crossing the arms tightly against the chest and drawing the knees up to the chest. A group of people should HUDDLE, getting everyone's chests close together, legs intertwined, and arms around the middle to lower back. Don't expend energy unnecessarily, and don't panic and control your breathing.



A lone person should adopt a "heat escape lessening position" (HELP)

Treating cold water shock victims

Get the person out of the water and into a warm environment. Remove the clothing only if it can be done with a minimum of movement of the victim's body. Do not massage the extremities.

If the person is semi-conscious lay face up, with the head slightly lowered, unless vomiting occurs. The head down position allows more blood to flow to the brain.

Immediately attempt to rewarm the victim's body core. If available, place the person in a bath of hot water at a temperature of 105 to 110 degrees. If a tub is not available, apply hot, wet towels or blankets to the victim's head, neck, chest, groin, and abdomen. Do not warm the arms or legs. If nothing else is available, a rescuer may use their own body heat to warm a cold water (hypothermia) shock victim. Never give them alcohol.

This is why it is important to always wear your PFD.

Post rescue collapse may occur after someone is rescued and is warmed or moved too quickly and consequently suffer a stroke or heart attack.

Hypothermia

Hypothermia is a condition in which the body temperature drops below normal. If you compare the two, you can see that cold water shock leads to hypothermia. Hypothermia can happen quickly when a person is immersed in cold water. Hypothermia can occur more slowly when a person is cold or wet. Hypothermia can place the body in a state of shock. A quick rescue is essential. Shock slows normal body functions so self help is impossible and outside care is mandatory.

The main areas of heat loss are the head and neck, the sides of the chest, and the lower abdomen. A person overboard will become hypothermic more slowly if the head is kept dry and arm pits and groin are kept closed.

Symptoms are:

1. Early: shivering and slurred speech, conscious but withdrawn;
2. Intermediate: slow and weak pulse, slow respiration, lacks co-ordination, irrational, confused and sleepy;
3. Final: weak, irregular or absent pulse or respiration, loss of consciousness.

A person suffering from hypothermia must be treated gently, sheltered from the cold, and provided dry clothing. Warm the body gradually. This must not be done by rubbing the limbs or the surface of the body. If the person asks for a beverage, offer warm water, milk or juice. Foods high in carbohydrates, such as honey or candy bars, will help. Never give alcohol, or hot stimulants, such as coffee, tea or cocoa. Call for help, including medical assistance, if necessary.

When aiding a person in stage two hypothermia professional medical help should be considered.

A person who has suffered stage three should be removed to a hospital as quickly and gently as possible.

Excerpts from the CPS-ECP Boating Basics Course

Summertime, and the reading is easy...

Books are the compasses and telescopes and sextants and charts which other men have prepared to help us navigate the dangerous seas of human life. ~Jesse Lee Bennett

Summertime and reading seem to have been made for one another. Few, if any, organizational meetings. No snow to shovel. No ice to scrape. Free time to linger over a book. And, if summertime was meant for reading, so was boating. There never was a boat built that couldn't be improved by the addition of a short row of fiction and non-fiction.

Worried about a new book getting wet? No, carrying library books might not be a good idea, but books can be tucked into sealable plastic bags. Or, pick up used pocket books. Along your journey, you just might find several places – marinas and visitor information centres – that offer a one-for-one book swap box. Look for them.

And here's our summertime reading offerings, equally fitting, we think, for on or off the boat. And remember: "Books had instant replay long before televised sports.." ~Bern Williams

West Coast Wrecks and Other Maritime Tales, Rick James, Harbour Publishing Co. Ltd., Madeira Park, BC, 2011

The west coast of British Columbia from Victoria to Prince Rupert, nearly 500 nautical miles, is described by Rick James in *West Coast Wrecks* as "one of the most treacherous stretches of coastline anywhere on the planet." He should know, having researched in detail 20 wrecks based on newspaper articles of the day and photos of ships and crew that perished in this watery graveyard. Most of the wrecks were a result of violent storms, heavy seas, and submerged reefs that are frequent in this area.

The earliest wreck reported occurred in 1869 when the 113-foot sailing vessel, *Maria J. Smith*, was abandoned

by her captain and crew during a gale when dangerously close to a lee shore. To their amazement, after they were picked up by a passing ship, the wind shifted and the ship sailed away from danger into the open ocean off Cape Flattery, Washington. After wandering as a phantom ship for two months, she ran aground and foundered off Aristazabal Island near Bella Bella, BC, some 400 miles north ... a remarkable final voyage indeed.

Most of the ships chronicled did not have such a spirited adventure before their tragic endings ... they simply foundered in heavy seas or ran aground with great loss of life. One of the worst maritime disasters in the Pacific Northwest occurred in 1918 when coastal steamer *Princess Sophia* ran aground during a gale and slid into the depths taking all 343 souls aboard with her.

Recreational boaters who read these accounts of good ships going to the bottom should reflect on the importance of humility and seamanship. Every sailor and every vessel, no matter how sound, is vulnerable when dealing with the wrath of Mother Nature. But take heed, proper preparation and nautical knowledge will go a long way towards ensuring a safe voyage: always know the weather forecast, always know your position, and always know the closest safe refuge along your route. And never ever abandon a sea-worthy vessel until you absolutely have to ... it often survives as the sole witness to a self-rescue effort.

In addition to documenting wrecks, James' stories span 140 years of BC's maritime history, including how Wreck Beach in Vancouver got its name; how retired ships were used as breakwaters, five of which are still in use today; how majestic sailing vessels that outlived their usefulness were converted into all-too-ordinary coal or log barges; how Chinese Junks created a sensation when they arrived on the west coast in the 20s and

30s; and how Fred Rogers, "Wreck Diver Emeritus," explored BC's wrecks and accumulated enough data to fill three books. If *West Coast Wrecks* piqued your interest, you might consider one of Rogers' books as your next read.

~Larry MacDonald

Sailing a Serious Ocean: Sailboats, Storms, Stories and Lessons Learned from 30 years at Sea, John Kretschmer, 2014, International Marine/McGraw Hill ISBN 978-0-07-170440-3, 240 pp with photos and index

John Kretschmer calls himself "a ferryman". He says he is "Neptune's lackey." He says he "never really fit into the so-called real world ashore, so I went to sea." That's about the only biographical information he offers, except for the fact that he captains a one-man charter operation specializing in long-distance open-ocean sailing, before each charter, he first puts his clients through training sessions so that they become the crew for the voyage, and that he is also a prolific, professional writer on topics nautical.

In the early pages of this book, Kretschmer makes a strong observation. His mother sailed most of the way around the world in the 1980s and, he says, once she and her partner, Tim, sailed beyond the range of the NOAA VHF local weather broadcast out of Key West, they rarely if ever received another weather forecast in English and foreign languages were not their strong suit. However, they avoided foul weather. Lucky? asks Kretschmer. No, he says. They were patient. "But we're not patient anymore, and besides, we live and sail in the information age. Who wants to look at boring climate-averaging charts when you can look at real-time wind and weather data beamed down from satellites?" The point, he says, is that satellites are not good at recognizing disturbances caused

by nearby land masses, they miss land and sea breezes, and they can't spot downdrafts. You still need to pay attention to wind direct, wind shifts, wind speed fluctuations, sea surface changes, cloud patterns, and the good old barometer, which is still vital to predicting what's in store for your small stretch of ocean."

But Kretschmer is also story teller. The book is a useful guide for anyone planning a first ocean sailing adventure, but it is also an enchanting read for anyone who had dreamed of serious sailing, all the while knowing it's not what fate has in mind. He mixes real-life adventures with serious, useful lists that cover everything from the definitions of the various Mediterranean winds to check lists for essential items for ocean sailing, and his own lists of boats that are suitable for ocean crossing.

Kretschmer also runs workshops, and one favourite topic is: "How to Buy a Cruising Boat." The course covers terminology, design, the practical aspects of a boat, re-sale value and financing, all intended to help clients "reign in their emotions and zero in on the right boat calmly, rationally and methodically."

However, nothing if he isn't honest, Kretschmer says, "This is solid, mature advice, right? I have to confess, it is a bit of a sham...When I look back at the boats I've owned over the years and how I purchased them, I know that I'm a charlatan for espousing this sensible approach to finding a sailboat. You can't separate emotion from buying a sailboat, and why should you."

There's not a sailor afloat or armchair who doesn't understand.

—Joan Eyolfson Cadham

Building the Uqbar Dinghy with the Stitch-and-Glue Technique, Redjeb Jordania, International Marine/McGraw Hill Educational, 2014

"And now for something completely different." That's a quote from the TV show, Monty Python's Flying Circus,

but it fits the present situation. We've offered you a book on ship wrecks and one on ocean sailing. Now here's one with potential for everyone, or so the author says. From rowboat, to sailboat, to motor boat, he says, you can build your own dinghy in a weekend, "if you can handle a pencil, a drill, a jigsaw and a few hand tools."

New York-based Jordania, is a designer and builder of boats, a former boatbuilding and sailing instructor, and author of *Pocket Guide to Boating* and various articles on sailing and boat

Building. The prototype of the Uqbar was launched in 1976 and Jordania has given weekend workshops. He says the boat can be built – in the USA – for less than \$400 (USA), minus additions to transform the dinghy into a sailboat.

His trick? The boat is made by "stitching" the pieces together with metal or plastic wire ties and then permanently bonding them with an epoxy fillet. The outside seams are covered with fiberglass tape, and seats and rubrails are added as the final touch. The idea, Jordania says, comes from naïve Laplanders who used leather cord to sew together boats made of skin, with clay serving to waterproof the seams.

The book includes scaled plans and diagrams for the 6', 7', 8' and 10' models, detailed lists of material needed, and step-by-step building instructions with diagrams and photos.

And, for the armchair sailor who wants a project that can be shared with, or made as a gift for, a favourite youngster, on page 8, there are photos and a list of materials provided by a fellow who built an 8 inch model, using materials he purchased at a craft store.

—Joan Eyolfson Cadham

Alien Invaders: Species that threaten our world, Jane Drake and Ann Love, illustrated by Mark Thurman, Tundra Books, Toronto, 2008, 56 pps

Even though you might not consider building an 8-inch model Uqbar dinghy with or for your favourite young

boating companions, here's a summer reading gift idea that should produce squeals of amusement, interest, or, perhaps, sheer horror. The introduction should explain it all:

"Millions cross oceans, clinging to ships' hulls or as stow-aways in cargo holds. Thousand hitchhike on truck trailers or in packing crates. Untold numbers curl up in airplane landing gear at night, or sneak into the folds of luggage. Some even swagger across borders in broad daylight, their passage provided by unknowing, careless humans. Once they arrive, their numbers grow, slowly at first – but silently. Then the killing begins. They strangle, suffocate, drown, sting, trample, starve, suck out the lifeblood, and even eat their victims. Only then do we notice our homeland has been invaded and we could be overwhelmed by alien invaders."

Jane Drake and Ann Love, sisters and co-authors, are environmentalists whose passion is to encourage children to be more observant about the world around them. And while adult boaters on the Great Lakes and Lake Winnipeg are most concerned about the invasion of Zebra Mussels, Love and Drake take their readers back to the first sailing ships and travelling rats, and forward, to the damage caused to our wetlands by purple loosestrife and the battle to keep hydrilla out of the Great Lakes. Larger-than-life full-colour illustrations fill every page and serve as the backdrop for the text.

This is, by no means, a scare-the-kid-to-death, there-is-no-hope book. The final two pages provide simple, practical steps anyone of any age can take to help prevent the spread of invasive species, both plant and animal, including those that travel by boat.

—Joan Eyolfson Cadham



Quick response saves boat

One of the star instructors from Pacific Mainland District and Vancouver Power and Sail Squadron, Rob Murray, on a sailing adventure with his wife Deb down the coast of North America on their way to Mexico, saved the day at the Marina del Ray Marina near Santa Monica, California.

Avant, a Beneteau First 433, had caught fire. When Rob was alerted by people shouting, "Fire!", he went to rescue immediately. Here's another Canadian connection: The owner of the sailboat is Canadian award-winning architect Frank Gehry.

Here are the details from Rob:

Situation: while walking the docks to get to the head ashore, we stumbled on this boat on fire. Other passers-by had called 911, but no one had shaken steps to attack the problem directly. I attacked the problem as follows:

- A. Scope situation
- B. Finding it seems to be shore power cord related, disconnect power cord at dock box
- C. Get hose, start hosing area on fire to dose flames
- D. Ask occupied boat next to fire for fire extinguisher
- E. Get big fire extinguisher from dock station
- F. When exterior fire out, pop open locker a crack and shoot fire extinguisher into opening
- G. Open locker, finish extinguishing fire

The fire department arrived within 5-10 minutes, but the fire was out.

Mistake: cord fault or poor connection on subject boat. In my haste to attack the fire, I used a wash down/garden hose, but a fire hose was nearby on the dock, I should have used that. The boats nearby did not respond to the fire other than by calling 911 and trying to reach the owner on their phones. Even the occupant of the boat next to the boat on fire had to be asked several times to assist by passing me a fire extinguisher before she passed me a small one, and

only a single one at that, even though the fire was only some 6-10' from her boat.

Lessons learned: burning fibreglass is hard to put out, it took a long time to douse the exterior fire with the hose. Running the hose on the fibreglass, the fire would re-erupt from the heat even after a substantial dousing. The time to put out the fire was far longer than I thought, minutes of running water rather than the few second I thought it should take. The fire inside the locker took about 3/4 of the capacity of the dockside fire extinguisher to put out, a 20lb unit. Most boat extinguishers are 2 1/2 or 5 lb units, so using those I would have needed six 2 1/2 lb or three 5 lb units, which is as many or more than some boats carry, yet this was a small fire. If not at a dock, a bucket on a rope or wash down hose using sea water would have been the best options to put it out, as the extinguishers aboard might not have been enough, and were in any case inaccessible due to the smoke in the interior. Even if I knew where they were, I would have had to brave the toxic fumes to get them, so having some firefighting equipment cockpit/topsides accessible is a good idea.

The fire when extinguished had already deformed the fibreglass of the LPG locker, and a heated LPG tank will vent LPG (not explode). Venting LPG into a fire is bad... Fast action and getting the fire under control were critical to a successful outcome.

The firefighting equipment aboard the boat was inaccessible to me because the cabin was filled with smoke and there was no way I was going down below to look for them. Fortunately the dockside resources were available. I cannot explain why other boat owners in the area aware of the fire, the boat next door or a few slips over, did not rush in with their arms filled with their fire extinguishers.

Check your shore power cord. This sort of thing could ruin your whole morning.



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

“Twas in the moon of wintertime when all the birds have fled.” Wait a minute. That’s not the right season. One of the joys of cottage life is hearing the birds. And it is not true that in winter it is quiet. The birds have left, and the wind howls for them to return.

This spring we watched them return - both the birds and spring - and now the choir is in full song. We all know how spring starts. Sometimes we become aware of the geese noisily making their way back north and other times we become aware of a single bird’s call slowly joined by others and then the nests start to appear and we know summer isn’t far. This year, though, spring seems to have crept in by stealth because winter didn’t seem to want to leave.

The sounds of summer are many, but some of them work their way into our very souls. Is there anything more haunting than the nocturnal call of the loon?

Loon calls are as varied as the summer days and are as inseparable from summer as our summer activities, swimming, boating, and just plain having fun.

Some of us just can’t seem to avoid combining those pleasant activities with some of life’s challenges, albeit unintentionally. How many times have we run into problems because of a passing boat whose operator doesn’t pay any attention to the effects of the boat’s wash? You know it isn’t just the loons that have problems with that. George, for example, is still having trouble keeping his canoe properly oriented. In fact, I hear that George has taken to wearing his bathing suit to go out in the canoe. It seems that everytime he does, the lake becomes thick with power boats and then George finds himself trying to contend with a veritable spider’s web of boats’ washes. He didn’t really want to know what it feels like to be inside the

milkshake when it is being shaken. Given the number of times he’s ended up in the water, having negotiated one set of waves only to be confronted by another, he should be really clean. Isn’t that why they call it a boat’s wash? After all, it washed George right out of the canoe.

It could be worse. There was that time when the big cruiser went past the neighbour’s dock. It’s a floating dock and as the cruiser’s wash reached the dock, first one side and then the other rose. This was too much for the neighbour’s little boy who lost his balance to the dock’s undulations and found himself bobbing up and down in the lake as the wash bounced back from the shore. Fortunately, other than for his wounded pride, the boy was unscathed.

Just as the phoenix rose from the ashes, George thinks that maybe he’s learned something from all of this. Now he pays a lot more attention to what happens behind him when he goes out in the boat. In fact, George, to give him full credit, doesn’t want to send anyone else for a swim and he wants those loons to stay, too. They look nice on the back of a dollar but those coinage loons are silent and George knows that it’s the haunting calls of the feather-and-flesh variety that we enjoy so much.

Enjoy the summer, keep safe, and sit back at night and enjoy nature’s symphony.



Canadian Power and Sail Squadrons' AGM, October 22-26, 2014

QUEBEC IS MAKING ITSELF BEAUTIFUL FOR YOU!

CONFERENCE LOCATION AND LODGING

The CPS-ECP AGM will be held October 22 to 26, 2014 at the Chateau Laurier Hotel located close to the Quebec Parliament.

This elegant hotel, located in the heart of Old Quebec, is only a few minutes away from the picturesque St. Lawrence River. It has an indoor saltwater pool and an outdoor whirlpool in an interior courtyard, as well as suites.

All of the air conditioned rooms at the Chateau Laurier Hotel come with free cable television, ironing equipment and a desk. You will also have access to an exercise room and business centre on site. The concierge services include an excursion office and ticket service.

The Chateau Laurier Hotel welcomes you right next to the historic Plains of Abraham, in the Battlefields Park and the Quebec Citadel. The *Musée national des beaux-arts du Québec* (Quebec National Art Gallery) is only 1 km away and many good restaurants await you within easy walking distance.

RELIVE NEW-FRANCE

Friday evening will allow you to discover the atmosphere of New-France as the Sovereign Council presides over a vast banquet during which the nobility and many peasants gather to celebrate and feast together!

PRELIMINARY PROGRAMME

This Conference will follow the format that the members of the CPS-ECP have become accustomed to over the past few years. The General Directors and DC's are Wednesday night, Governing Board is all day Thursday, Training Department is all day Friday and Saturday afternoon. Squadron Commanders will have their meeting on Friday.

The organization's Annual General Meeting will take place on Saturday morning. This will be a very important meeting because our members will have to elect a new council for the first time, based on the Bylaws and Regulations. The new Board of Directors will then meet Saturday afternoon to work on different ways to implement the organization's new rules.

ACTIVITIES AND TOURS

The proximity of Old Quebec will offer you easy access to

many locations and activities, each more interesting than the last one. Even better, all these tours can be done on foot and, in most cases, for free.

For those who prefer it, we will also rent a bus on Thursday and Friday afternoons for a sightseeing tour and a visit to the Quebec Aquarium. The planned route will allow you to take advantage of the Promenade Champlain, a linear park measuring almost ten kilometres along the waterfront.

QUEBEC ON FOOT

You will be able to discover Old Quebec, thanks to pedestrian circuits within the walls and Parliament Hill and their surroundings, each circuit taking about two to three hours. You can discover 400 years of history by wandering on the pedestrian malls in this beautiful, fortified city which has been classified as a UNESCO World Heritage Site. These visits can be done in the company of a guide or using a mobile audio guide.

In addition of visiting the Parliament Building located just in front of our hotel, you will have easy access to the Quebec Citadel, the most important British fortress built in North America. Located at the heart of Old Quebec's fortifications, it was built on Cap Diamant, the highest natural point in Quebec. As such, it dominates the city. Its defensive function and geographic location has earned it the nickname of "America's Gibraltar". The spectacle of the Changing of the Guard each day, at noon, is well worth the trip.

A BIT OF HISTORY

Built between 1820 and 1831, according to the French engineer Vauban's defensive system, the Quebec Citadel is an active military garrison. Once occupied by British troops and Canadian artillery, since 1920 it has been the official residence of the Royal 22nd Regiment, (the Van Doos), a unique regiment of Francophone infantry at the heart of the Regular Forces of the Canadian Army. It is in the shape of a polygon, its four corners representing a star, and it stretches out over an area of 37 acres (2.3 km²).

The Naval Museum of Quebec (free admission) is located within the Port of Quebec. It can be easily reached from the hotel. You just have to go to the Chateau Frontenac, ride the cable-car down the hill to Champlain Street and take a stroll east towards the docks which will likely be full of huge cruise ships at that time of year.



AGM QUEBEC

at the Hotel Chateau Laurier Québec • October 22-26, 2014

Hotel Chateau Laurier Québec, 11220 Georges-V Ouest, Québec, QC G1R 5B8 (418) 522-8108

CPS-ECP Conference 2014, 26 Golden Gate Court, Toronto, ON M1P 3A5 hqg@cps-ecp.ca Fax: (416) 293-2445

REGISTER ONLINE AT <http://agm.ecpquebec.ca/>

All fields are required

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Is this your first national conference? ☐ Yes

FULL CONFERENCE MEAL PACKAGE

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

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

Individual Conference Meals will be set in the June Porthole

Theme Dinner and Dance

Friday, October 24, 2014

_____ x \$98 = \$ _____

AGM Luncheon

Saturday, October 25, 2014

_____ x \$65 = \$ _____

Gala Dinner and Dance

Saturday, October 25, 2014

_____ x \$100 = \$ _____

Total: \$ _____

***Early registration rates apply if received on or before August 15, 2014**

PAYMENT INFORMATION

☐ Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2014. Note: Post-dated cheques will not be accepted.

☐ Mastercard ☐ VISA Name on the card _____

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

Signature _____

Dietary OR physical restrictions and other requirements: _____

After August 15, 2014 higher registration rates will apply.

CANCELLATION POLICY

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.

Cancellations on or before September 13, 2014 are accepted with no penalty. From September 14, 2014, all cancellations are subject to a \$35 administration fee per person. After October 11, 2014, cancellations will be partly refunded only if other conference participants register to take your places.



www.boatingcourses.ca

Photo: Don Butt, AP