

THE PORT HOLE

WINTER 2016

IN THIS ISSUE

New CPS-ECP weather
course **62**

Geocaching – A study in
electronic navigation **66**

Three, new member
benefits **68**

Windshifts 52

Vantage Point 53

Mail Call 54

Jet Set 56

Just Ask John 57

Sea Salt Galley Kat 64

The Cottager 69

Schooner
Sailing in
Maine **58**

Full
conference
report **70-78**



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

WINDSHIFTS



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

Greetings!! The fall colours in Prince Edward County were magnificent and once again it was time to head off to the annual CPS-ECP Conference. So I packed my bags and set off from my home in Picton, Ontario and headed for this year's conference site, the city of Niagara Falls. The trip was pleasant and upon arriving at the conference centre Thursday afternoon I was greeted by many familiar faces. After visiting the registration desk I took some time to tour the site and prepared myself for the upcoming few days of meetings and information gathering. I always find these conferences full of interesting things to see and do and this year I was looking forward to hearing about the upcoming WBAS upgrade.

Saturday morning arrived and this year being a scrutineer I had been asked to arrive early to prepare the entrance way and be familiar with the routine concerning the issuing of ballots to those members attending the AGM. So just before the hour of eight I arrived at the designated site and waited for instructions. Looking into the meeting room I could see there were a few key CPS-ECP people already there and two of them began heading for my doorway, P/C/C Richard Bee and Sarah-Jane Raine our National Administration Officer.

Much to my surprise they both came to a halt by my doorway, turned towards me and Richard introduced me to Sarah-Jane then turning to Sarah-Jane said, "This is R. John." It is not every day that one gets such an introduction so I was very curious as to what might be in the offing as I had never had any direct dealings with any of Sarah-Jane's administration departments.

Richard then stepped back and Sarah-Jane turned to me and I said to her, "I gather you would like me to do something?"

Sarah-Jane smiled and explained that Joan Cadham the editor of *The Port Hole* was retiring and would I be interested in the position.

Without any hesitation I replied, "Definitely."

I then got a big hug from Sarah-Jane and she explained that Joan would mentor me, as the next edition of *The Port Hole* was already in the work. Over the next few weeks we would be in touch with each other to begin the training and information exchange.

So I thanked Sarah-Jane and began thinking of the future and what it now held for me and the membership of CPS-ECP.

After the AGM and back in Picton I emailed Sarah-Jane

just to make sure all was on track and that maybe there just might be another person that might like the position. In her very quick reply she assured me that all was well and she was very happy that I had accepted the position.

Then two days later on Thursday October 29 at 10:29 a.m. my phone rang and the caller ID indicated the caller was from Nova Scotia. I was curious, so I answered the phone and found myself speaking to Sarah-Jane Raine. Her news though, was not good. She informed me that she had been informed that Joan Cadham had just passed away and the promised mentoring would not be taking place.

I expressed my condolences and after a few moments began thinking of an action plan. I discussed some of my thoughts with Sarah-Jane and said goodbye. Suddenly the transition was not going to be easy, but quite challenging. So with this new bit of sad news I went about my day and thought back to the many issues of *The Port Hole* I had read in the past, all of them interesting and well prepared.

The next day I contacted Vanessa Schmidt, CPS-ECP's very talented Art Director who actually does the layout for *The Port Hole* and together over the next few days we developed an action plan for this edition.

This is certainly a challenging role but I am looking forward to it and would invite each one of you to think about *The Port Hole*, what you like about it, what you do not like about it, and let me know. So send me an email with your thoughts and concerns. The email address is: theporthole@cps-ecp.ca I am always listening!

And thank you Joan, for all those wonderful *Port Hole* editions. It is one of the best member benefits that CPS-ECP has to offer!



Robet Pepin, PA, Chief Commander
Lanaudiere Power and Sail Squadron

To all members of CPS-ECP. As you are certainly aware, I was elected as Chief Commander of CPS-ECP on October 24th at the Niagara Falls Conference. My story is to some degree similar to many volunteers as it became an adventure. Let me tell you a bit about my journey as a CPS-ECP volunteer.

I was happy with what I was doing with my Squadron folks. Instructing the Boating course gave me a true sense of accomplishment. What more can you ask, people learn from you, people smile at you and all say "THANK YOU" to you, no exception. There were days when the course was stretched from three to four hours, nobody noticed and nobody complained. We had FUN. I also proctored other courses, but I was at my best with Boating because I was in direct contact with people for an extended period. The Squadron organized many activities, and we had FUN. I did what many of us did and eventually became Squadron Commander. Then, I was called to fill an empty seat at the District level and devoted some five years in training and eventually became District Commander of Cartier District and a member of the Board. Wow! I was a Director.

One day, I had a discussion with then Chief Commander Serge St-Martin, and he learned about my professional career and I found myself being nominated as National Assistant Treasurer. The following year, I became National Treasurer and held that position for four consecutive years.

Becoming Chief Commander was a position I never thought of. It was never in my CPS-ECP career plan. Why should I have a career plan? Many years ago I had retired twice. Like many of us, I could not say NO because I enjoyed facing challenges! I was still having the feeling of accomplishment despite the difficult days we were into. When Joe Gatfield called me and suggested that I become National Executive Officer, I was in shock. No need to tell the rest of the story; here I am your Chief Commander of CPS-ECP. It is the privilege that only a few volunteers have had since 1946.

I would like to think that the Chief is not only a leader but also a gatherer and a facilitator of a large team, the total opposite of a dictator. When I took my pledge on Saturday evening, October 24th, I insisted on having my predecessor beside me as a sign of his support and my thanks to him!

Each Executive Committee Officer was then introduced

as they are members of the key team I have chosen, and they were also pledged. They are: National Executive Officer Cathie Johnstone (Rideau), National Educational Officer Don Griffon (Pacific Mainland), National Administrative Officer Sarah-Jane Raine (Atlantic), National Financial Officer Doug Stewart (Western Canada Inland), National Secretary Nancy Richards (Rideau), National Law Officer Charles Beall (York West) and Past Chief Commander Joe Gatfield (Western Ontario).

Members of this team come from all parts of Canada and they have various life experiences, three of them are women, a first in our organization, and most of us are still active at the Squadron or District level.

The Board of Directors also has members from across the country, and four new Directors were elected, Peter Bolton (Vancouver Island North), Byron Buie (Pacific Mainland), David Burt (York West) and Bob Parke (Western Ontario).

There are major challenges our organization needs to deal with: renew our course offerings to our members and the boating community, maintain a significant level of membership and offer an enhanced curriculum of member benefits, attract younger members and volunteers, and deal with the evolution of technology when and where required.

In my acceptance speech, I alluded to the changing environment and the new generation of boaters that have different needs. CPS-ECP needs to adapt and learn how to react faster. I know this will not come overnight, but progress will come as a result of changes.

On Sunday, October 25th, I indicated to the Board my desire to have our thoughts and actions focus on members and Squadrons. This is what I have asked of everyone. Nothing should be achieved in isolation and, as I have already indicated, all levels of the organization need to work together in the same direction. Squadrons should not only be consulted; I am counting on them to participate in initiatives organized by the national level where needed, as we cannot do this alone.

We will take little steps at a time, and we must remain focussed.



Canadian Power and Sail Squadrons

Published by Authority
of the Board of Directors

Chair, Communications Committee
Susan Cooper

Editor-in-Chief
R. John Garside, AP

Art Director
Vanessa Schmidt

Proofreaders
Carolyn Reid, SN
Louise White, SN

Photographer
Don Butt, AP

Editorial Review Committee
Joan McBride
Charles Morris
Donald Whyte, SN

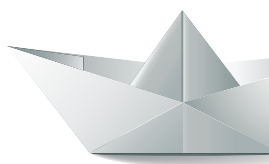
Contributing Editors
Nick Baets
Joesph Gatfield, JN
John Gullick, AP
James R. Hay, JN
Katherine Haslam
James Hay, JN
Bradley Schmidt

Published 4 times per year:
January, April, June and September.
Copy deadline is ten weeks prior to publication. Editorial copy and correspondence should be sent to theporthole@cps-ecp.ca

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

Canadian Power and Sail Squadrons
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.cps-ecp.ca

Executive Director
Walter Kowalchuk



MAIL CALL

theporthole@cps-ecp.ca

Dear Editor,

I have attached an end of course presentation by one of our recent Boating Essentials graduates. She was actually the Valedictorian and we thought she did a marvellous job. Please consider some or all of it for your wonderful publication.

Peter Bey

Commander, Saanich Peninsula Power and Sail Squadron

Hello,

Thank you for inviting me to say a few words on behalf of the Boating Essentials class.

My husband, Geoff, and I are walking (well, for me, perhaps not always walking), talking Saanich Peninsula clichés. Both newly retired, last Fall we pulled up stakes in the Lower Mainland and ventured across the broad Salish Sea to spend our leisure years enjoying the bucolic charms of the Peninsula. On day 2, Geoff looked out the window and announced: "We need to get a boat!"

"Hold on", I said, "you have some experience at this.

"You have owned and operated a small boat before and you have chartered larger power boats and have been on scores of sailing trips in local waters and beyond."

"I, on the other hand, have never done anything more on a boat besides packing the picnic, sitting in the sun and reading my book. If we are going to do this, I had better take some lessons."

Thus it was that I found myself sitting in a high school science classroom on a cold Tuesday evening in January (well, cool, actually - this is Sidney after all) ready to embark on a four month voyage into the arcane world of "boating".

Having recently landed safely on shore on the other side of this experience (did you notice how naturally these nautical metaphors now trip off my tongue?), I thought I

might take this opportunity to express in a little poem just how baffling this subject can be to the uninitiated - i.e. me.

Poem:

*The "Compass" - a good place to start, there
can't be much to learn,
But I've scarcely got my 'Bearings' when things
take a nasty turn,
The reading on the 'Lubber's line' may be plain
as day,
Yet until it gets 'Corrected', it's not 'True' - or
so they say,
Variation, Deviation - these terms were new to
me,
The only thing I'm sure of? Children watch too
much T.V.*

*On to maps, familiar ground, though at sea we
call them 'Charts',
I struggle with the folding, it seems like ori-
gami art,
Latitude and Longitude, I remember this from
school,
Try to pay attention, I don't want to look a fool,
'Parallels', 'Meridians' - 'Mercator' keeps
them straight,
Now if I could only find my lost 'Co-ordinates'.*

*I mentioned in my intro that I love a gripping
book,
So I was very happy when at the text I took a
look,
'Plotting' and 'Dead Reckoning' the 'Head-
ings' said to me,
That coming up for study was a clever mystery,
Imagine my chagrin to find that I'd misread
the course,
'Conning' wasn't 'cunning' and it was 'Depth', not
'death' contours.*

*Time to study 'Buoys', a subject destined to
confuse,
For 'Safe Mooring' and for 'Hazards', the
same colours they did choose,
Don't get me started on the lights - white,*

JOAN EYOLFSON CADHAM, THE REAL VIKING

Jocelyne Guimont, Editor-in-Chief, Le Hublot
Escadrille nautique Belœil

It is with great sadness that I learned of the death of Joan Eyolfson Cadham, editor of The Port Hole, shortly after our return from the Niagara Falls Conference. I wrote the following article about her in the winter of 2010.

Joan Eyolfson Cadham, Editor-in-Chief of The Port Hole since 1998 is of Icelandic origin.

Her great-grandmother, Gudrun, who became a widow after her husband was lost at sea, emigrated to Canada with her six children in 1880. Her grandmother, Maria Oddny and her mother, Olof Augusta Johanna settled in the area of Foam Lake, Saskatchewan, with their family. Joan did her studies in Toronto. After a brief marriage she found herself alone with three children who she raised in Sainte-Anne-de-Bellevue, Québec, from 1971 to 1992.

It was in 1980 that she met Jack Cadham. He was involved with CPS-ECP and she too became a member first of Lake St. Louis and later West Island Squadron. They sailed aboard Hirondele, a 24 foot wooden sloop which they sold in 1992 when Jack was diagnosed with cancer. After having bought a house by telephone, without having seen it (Vikings are not afraid of taking risks) they left Montreal for Foam Lake. By happenstance the man who built this house in 1910 was also the owner of the farm where Joan spent her childhood.

Having returned to her home province Joan devoted herself to writing full time. After the death of her husband in 1995 CPS-ECP asked her to join the editorial committee of The Port Hole. She accepted on the condition that she could forsake the uniform for the Viking spear and helmet. This condition was met.

In August 2008 she undertook another voyage, a return to her roots. She went to Iceland, the home of her greatgrandmother, at the invitation of one of her many cousins. She learned that she was a direct descendant of Gudridur Thorbjarnarsdottir, the most travelled woman of the middle ages and the one who gave birth to the first European born in North America.

Joan revisited Iceland in June 2009 but on her return was hospitalised due to dangerously low oxygen levels in her blood. No one can explain the reason for the sudden appearance of this illness with the unpronounceable name. Is it an elf or a troll, so numerous in Iceland, who slipped into her luggage to play a cruel joke on her? Still, with the DNA of Gudridur in her genes nothing stops our valiant Viking.



Joan Eyolfson Cadham as many people remember her; it was taken at the 2007 Ottawa CPS-ECP Conference.

*yellow, red and green,
From 'Long Flashing' up to 'Very Quick'
and lots more in-between,
Each one a different pattern and each one
a different speed,
And 'Fixed' means both attached and
steady - it's Aspirin I need.
Just when I thought I had a 'Fix' on
'Piloting' and such,
Bruce threw in 'Tides' and 'Currents'
and I concluded: 'Knot' so much,
With so many topics and so little time, I
began to give up hope,
'Danforth', 'Kellets', 'Flukes' and
'Chocks', who knew anchors had such
'Scope?.'*

*'Lines' on boats and 'Ropes' in coils, made
of 'Fibres, Yarns and Strand,*

*Remember that your power cord connects
the last to land,
'Towing Bridles': V or Y? What the heck
is 'G.F.C.I.'?
Eco-logos, holding tanks - I simply had to
sigh.*

*But thanks to all the help we had from
learned volunteers,
We managed to absorb the facts they
poured into our ears,
Dave and Peter, Tony, Bruce, Jiri and
Ms. Marlor,
Ramsay and both Richards, not to mention
Proctors Four;
We appreciate the time you gave and
thank you most sincerely
I needed every one of you, I know that
very clearly.*

Conclusion:

Thanks for indulging me in that piece of doggerel. All kidding aside, on behalf of all the students I really do want to thank everyone involved who gave so generously of their time and energy to this course and particular thanks to our instructors and other members of the Power Squadron who donated their boats, expertise and a precious Sunday to give us an invaluable experience on the water on the student cruise.

Ardella Thompson
Saanich Peninsula Power and Sail
Squadron Valadictrian May 25, 2015



Photo from Wikimedia Commons Attribution: I, Dontworry

Bradley Schmidt
Markham Agincourt Power and Sail Squadron

Shopping trips were a frequent event for my family in my childhood. We lived in Orillia, Ontario, a city no doubt familiar to many readers because of its famous port on the Trent Severn Waterway. There weren't a lot of big name stores there in the 1980's, so I was regularly subjected to a couple hours in the backseat of the car before being dragged from one store to the next. Every now and then, though, we'd head to the mall in Oshawa, Ontario. These trips were special because while Mom browsed the mall, Dad would take brother and me to the Canadian Automotive Museum. The museum is filled with historical vehicles of all kinds, but one in particular captured my imagination from the moment I set eyes on it.

As you walk up the stairs to the second storey (yes, the museum is housed in a vintage car dealership with a special elevator specially designed to lift vehicles to the second floor), look UP! When you do you'll see something totally out of place in a car museum - two polished propellers. The museum has had a 1965 Amphicar on display for as long as I can remember. This is a pristine example with only a few kilometres on the odometer. Designed and built in West Germany, the Amphicar was a truly unique combination of automobile and boat. The cars could be driven directly into the water, a lever pulled to engage the propellers, and the vehicle would plod along in the water at a few knots. I've been lucky enough to see one in action and let me tell you, it is well worth the time to attend a meet or at least look up some videos. The value of surviving vehicles has skyrocketed in recent years, well out of reach of most hobbyists.

The idea of combining hobbies has continued to fascinate me. We all know the Canadian Dream is to own ALL the toys, but good engineering and clever marketing in the marine world have provided us with compromises we are all familiar with - fish and ski style boats or pontoon boats that can plane, for example, are very popular choices these days.

As a cottager who enjoys boats and ATVs, I was particularly interested in a video that circulated a year or two ago. It seemed too good to be true - a company had designed a combination ATV and personal watercraft. I shrugged it off as internet propaganda but was proven wrong when I saw it in the flesh, on display at the 2015 Toronto Boat Show.

The Quadski, by Gibbs Sports Amphibians Inc., is truly a high performance personal watercraft and ATV, all in one. It is powered by a 140HP 1300CC BMW motorcycle engine, with rear wheel drive and a jet-drive for use in the water. The wheels flip up to allow the boat to plane. According to their website, it is capable of 45 MPH on land or water! My childhood dreams were re-ignited. One toy could replace two. Sadly the machine is priced out of my range - it seemed I could buy a purpose built ATV and personal watercraft instead, with money to spare. Who knows? Perhaps the idea will catch on and with volume production the price could come down.

I recently read about a very unique vehicle built by a gentleman named Rick Dobbartin, called the Surface Orbiter. It started life as a milk-hauling stainless steel trailer and when Rick was done it was a fully amphibious ocean-capable RV. Rick covered a great deal of North and South America, on land and water, including a passage of the Panama Canal.

Amphibious multi-use vehicles are obviously not a new idea. They have been used for military exercises, industrial work, even tourism for many years. Most likely these vehicles, old or new, will never penetrate the mainstream market. However, if by chance you find yourself on the water and an Amphicar pulls up with the window down, asking for directions, just offer the time honoured mantra, "Red, Right, Returning."

John Gullick, AP
Manager, Government and Special Programs

John fields many of the calls for information that come to the National Office in Toronto. He has agreed to share some of the questions and his responses with you. For questions not answered here, just ask at: theporthole@cps-ecp.ca

Q: I have read that you must have an operator's certificate to use a VHF radio in Canadian waters. What is the penalty if you do not have a certificate but use the VHF anyway?

A: I believe that the potential fine for not having a Restricted Operator's Certificate (Maritime) if you are using or have the ability to use a VHF marine radio is \$250. If someone using' using it makes a false distress call, it can be \$5000 regardless of having the ROC(M).

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 so 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: Do pontoon boats require a bailer?

A: They are not required. See Note 1 in the Safe Boating Guide. - Exception for Bailer and Manual Bilge Pumps - A bailer or manual bilge pump is not required for a boat that cannot hold enough water to make it capsize or a boat that has watertight compartments that are sealed and not readily accessible.

Q: My husband and I took the Power Squadron course in the 80's when we owned a 32 ft. power vessel. We now own a 10 ft.

Zodiac with a 20 hp motor.

Do we need to write the PCOC exam or are we grandfathered in with our Power Squadron course certificate and exempt from a fine if stopped by the marine police.

In other words – is our Canadian Power and Sail Squadron course certificate “Proof of Competency”?

A: Under the regulations proof of having taken a safe boating course in Canada prior to April 1 1999 is all that is required to prove operator competency. So, your CPS-ECP certificate is that proof but you will have to carry a copy with you. If you want to get a PCOC we can do that based on your having taken our boating course. Please contact our office at 1 888 277 2628.

Q: Can you please tell me if, as a pleasure craft operator, I am required to have any documentation on board other than my Pleasure Craft Operator Card (PCOC)?

A: Yes, if your vessel is licensed, and it needs to be if you have a motor of 7.5 kw (10 hp) or greater, then you need to have the paper copy of the vessel license on board as well. The vessel license should not be confused with the PCOC. This is the license for the boat, not the operator and is represented by the letters and numbers on each side of the bow.

Q: Quick question here from a US boater getting ready to enter Canada. Does a lifesling qualify as an approved piece of Canadian safety equipment?

A: Lifeslings are not approved for use in Canada. However, while visiting Canada on your US vessel you have 45 days continuous before you need to meet Canadian regulations. During those 45 days you only need to meet both US Federal and your State regulations.



SCHOONER SAILING IN MAINE

Robert Dandurand, P
Britannia-Rideau Power and Sail Squadron

In May last year, I went to Maine and went on the shake-down cruise of the *SV J&E Rigg*. This was another marvellous trip and different from the half dozen preceding ones. For starters, my nephew Daniel accompanied me this time and secondly, it rained throughout, except for very brief moments you could count in minutes. It was also cold (40 degrees F) and very, very windy in the 40-knot range for most of it, all of which created a very particular situation, limited but exhilarating sailing!

We boarded on Sunday evening and met the other 13 paying crew and the ship's crew. We were then assigned our cabins and I was fortunate in being given a double berth for myself and Daniel had a cabin to himself, whereas most of the other "paired" passengers (whether father/son or couples) were two to a cabin. Sometimes you will even find yourself with a stranger but that is only when they have a full manifest of 24. At 15, there was room to spare. The cabins are small and only one occupant at a time can be up

and about. Everyone was then summoned on deck for the Captain's Call. The captain then greeted us officially and introduced the crew and went over the security advice and instructions on using the head.

The first evening, you dine on shore. We paired up with my sailing buddy Burt's friend and my sailing squadron colleague John and his son Eric. John had heard my gushing about the fine sailing in Maine and had roped his boy into coming down for this trip. We then all got acquainted while enjoying local fish fare. We shut the place down at 9 p.m. and make our way back to our cabins to settle in for the night.

Monday morning was bleak and wet. From my cabin, I could hear the stirrings of the galley crew as they started to stoke the wood-burning stove at four in the morning and the deckhands wiping down the cabin house tops. By seven, there were pots of steaming coffee, tea, and cocoa on deck under the awning along with freshly baked coffee



Previous page: Captain Jon Finger put a reef in the main. Left: Stonington, Deer Isle, Maine Right: The author takes a spin at the wheel.

cake and cantaloupe to help ward off the damp. The wind had now died down but it wouldn't be long before it returned. Meanwhile we mingled and introduced ourselves to our travelling companions.

The regular crew was busy bringing provisions aboard while we are summoned below by the eight clangs of the bell announcing breakfast made up of blueberry pancakes, sausages, cereals, juice and various fruits.

We then waited around for preparations to be ended and for a late arrival. We would usually be away by 10 a.m. but it would be nearer noon before we exited the channel pushed by the yawl, and then set the mainsail, the foresail and finally, simultaneously, the jib and staysail. The instructions were straightforward. The volunteers lined up on each side of the boat and grabbed hold of the mainsail halyard. The captain then asks from the wheel. "Ready on the peak?"

"Ready on the peak", answers the mate.

"Ready on the throat?"

"Ready on the throat", comes the reply from many.

"Haul away!", orders the captain, and we pull hand over hand for a couple of minutes.

"Hold peak!", says the captain, as the throat crew are starting to strain and raise the boom also.

"Haul away, peak!". The strain is greater, the movement slower and then we hear.

"Two-six, heave! Two-six, heave!" repeatedly, and we put our backs and shoulders into pulling in rhythm, until the captain cries, "Make fast!"

"Walk the line into me", calls the mate at the peak halyard and the deckhand at the throat halyard. Then, "Drop it!", and we are under sail!

The wind then picked up to 30 kn, with gusts to 35-40 kn, and the swell is 4 to 6 feet with foam at the wave crests and we are being pelted by the rain but, no matter. We are Sailing!

Lunch is now ready and being served below, cafeteria style, clam chowder, biscuits, spinach salad, chocolate chip cookies and lemonade. My experience keeps me to two biscuits heavily buttered and two chocolate chip cookies. A few will soon be "indisposed" by the boat's motion. I and a few others remain on deck, appropriately geared, despite the wind and rain until the captain decides to bring down the sails at 3 p.m., the boat having taken a beating on its first outing of the season. He explained that the wind was too strong to get to where he was hoping to and "50 knots is the very limit she can take, besides we aren't insured past that".

Mostly everyone now gathers in the galley to feel the warmth of the stove as the individual cabins have no heat source. The galley mate is preparing breaded chicken, rice, carrots, salad, and chocolate dipped strawberries for dinner and chef Annie is very involved.

We anchored at North Haven in the nick of time and we can feel the wind picking up despite being in the lee of the island. The boat swings at anchor so the captain will want a watch on throughout the night. Books, journals and card games come out but many retire by 9 p.m., the fresh air having taken its toll.

The next morning, the captain orders a double-reef in the main before setting out for the town of Castine after breakfast. The hearty ones raise the anchor and we are off, in 4- to 5-foot swells and plenty of wind and we ship water through the scuppers. Now there is a misty rain and I exchange my sailing gloves for woollen mitts.

Soon it is lunch time with chili and cornbread, cheese and veggie nachos, then salad and carrot cake. The food on these trips is always plentiful and tasty. The captain advises us that we are returning to North Haven as there is some very lousy weather ahead. So we turn back and douse all but the foresail until we anchor where we had departed less than four hours ago, but what a ride. A ride ashore is offered

to those wanting to stretch their legs and half a dozen passengers partake.

It's a chance for me to talk to the crew and passengers and find out a little about them. Everybody has a story of some sort and I like finding these out. For instance, Bill, 74, and Dot, 78, I assumed were long time partners but it turns out they hooked up less than three months ago through a mutual friend and are doing this as a hoot! Norah, 56, a retired public servant from Chicago is here as part of a life-long wish and a Mother's Day gift from her daughter.

Wednesday brings more rain and a little less wind so the captain decides to make a run for port, a day early granted but otherwise we might be stranded here a few days. Not that many of us would mind!

The motion is kinder than yesterday and the wind seems to top off at 30 kn rather than 45 kn. After a little over four hours in the fog Rockland appears like a ghost town. We drop sails and return to the dock. It is then decided that we will have our lobster bake aboard rather than on a beach. The camaraderie of the last few days has bound us in revelry. All are merry.

On our last morning, it is still raining and blowing so hard that the rain travels horizontally under the awning.



Sunset, Brooklyn Bay, Maine

We have our last meal together and gather our things up, slap backs, share hugs and addresses and are on our way home. I had a grand time and returned to the *J&E Riffin* in August for more. You should try it!

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

For more information visit: <http://mainewindjammer.com>

Call for Nominations - apply now

The Nominating Committee of Canadian Power and Sail Squadrons (CPS-ECP) is accepting applications for Director's positions, to be nominated to fill vacancies on The Board of Directors at the 2016 Annual General Meeting. The Nominating Committee is responsible to, and reports to, the CPS-ECP Board of Directors. It is the responsibility of the Nominating Committee to select the best possible candidates to fill positions on the CPS-ECP Board of Directors.

The role of a Director of CPS-ECP (the Corporation) is a serious responsibility. The Directors shall manage or supervise the management of the activities and affairs of the Corporation (CPS-ECP). A Director is expected to assist in determining the direction and operations of CPS-ECP. Many items will be required to remain confidential. You will be expected to act in the best interest of CPS-ECP, and you may find conflicts between these 'best interests', and the interests of your own Squadron or District. The following is a list of experiences, skills and attributes which contribute to being a successful CPS-ECP Director and

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

- Ability to get along with others, leadership qualities, experience, and initiative
- Ability to think independently, and not "follow the crowd"
- Breadth of CPS-ECP experience
- Interest in Boating Education – Grade achieved, taught one or more classes
- Evidence of administrative ability (within CPS-ECP or outside)
- Enthusiasm, time available, merit mark record, attendance at National or District meetings, National Committee experience
- Commitment to CPS-ECP, and passion for the CPS-ECP Mission
- Leadership record at Squadron and District levels
- Health
- Family considerations and obligations
- Formal education
- Geographic location
- A thorough understanding of Squadron and District operations

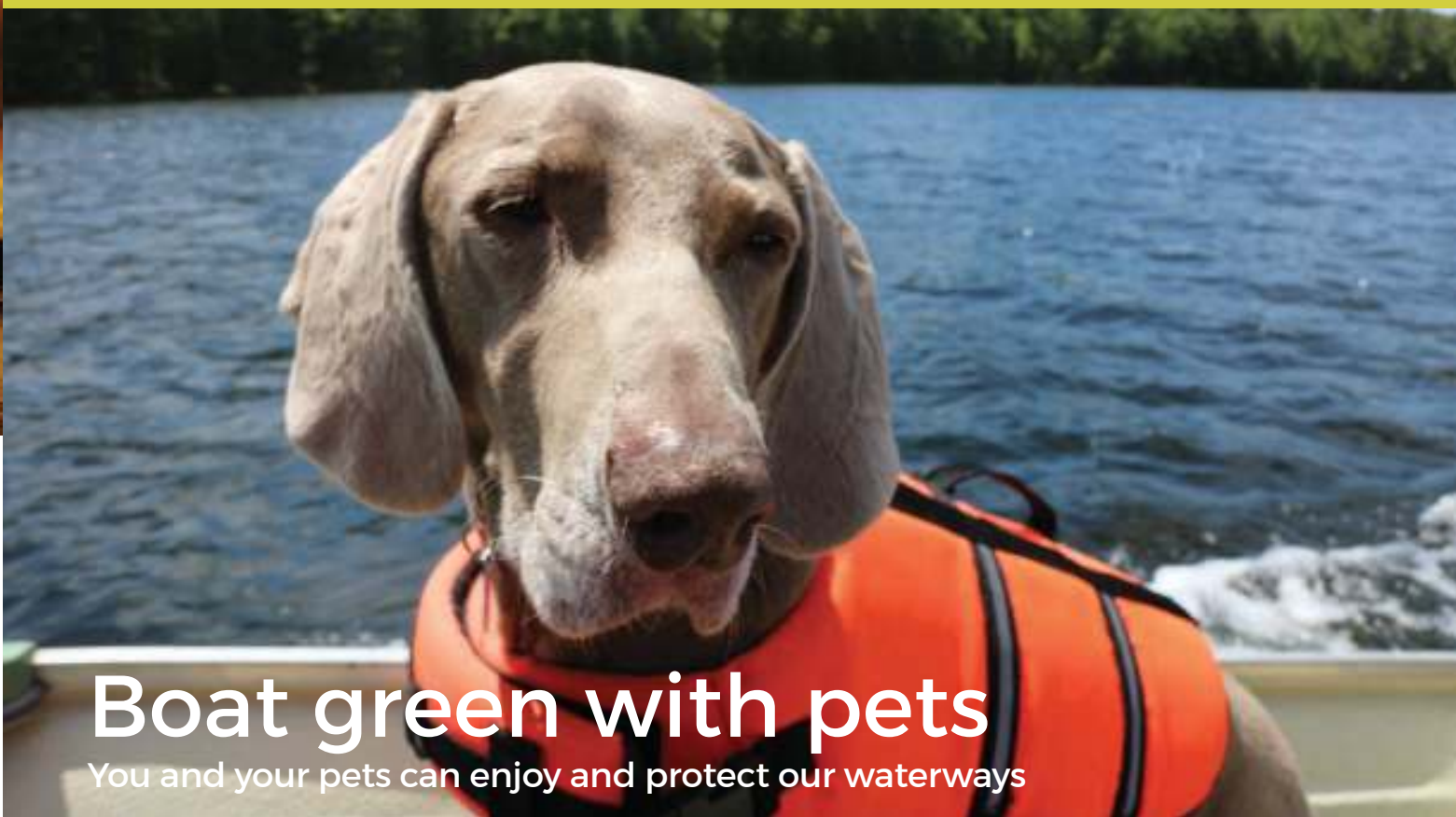
- Completion of CPS-ECP 'Officer Training' seminar

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

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

The above documents can be found on the CPS-ECP website and are available in hardcopy from our National Office.

All applications must be submitted to the chair of the Nominating Committee by February 28, 2016. Applications can be submitted electronically to nomcom@cps-ecp.org or in Hardcopy marked 'Confidential' to Chair of the Nominating Committee, Canadian Power and Sail Squadrons, 26 Golden Gate Court, Toronto ON, M1P 3A5.



Boat green with pets

You and your pets can enjoy and protect our waterways

Nick Baets, N, Environment Committee Chair
Ottawa Power and Sail Squadron

Many boat owners are also pet owners. It is not surprising to encounter a dog or dogs even in the remotest anchorages. Some ferry their dogs ashore so that Fido can “do his business” but we’ve also encountered dogs that were trained to do their business on the boat. Just like us, pets affect our marine environment. It is easier to think about boating green with pets in three ways: on the boat, in the water and on the land.

Pets Aboard

- Make sure your pet has an ID tag that includes your boat’s permanent marina location as well as a phone contact for when you’re afloat.
- Consider having an ID microchip implanted in your pet.
- Have your pet fitted for a Personal Flotation Device. No matter how good a swimmer, a sudden dunking can cause panic. Bright colours and a handle on top make the animal easy to retrieve.
- Teach your dog some basic commands, such as “on boat”, “off boat”.
- Obtain sea sickness medication for your pet if necessary.
- Introduce your pet to the boat in incremental steps, ideally begin when the animal is young.
- Dispose of dog and cat waste in your marine head, not overboard.

Pets in the Water

- Since you don’t want your pet to fall overboard, you

should take steps to prevent that from happening, and also practise for that eventuality.

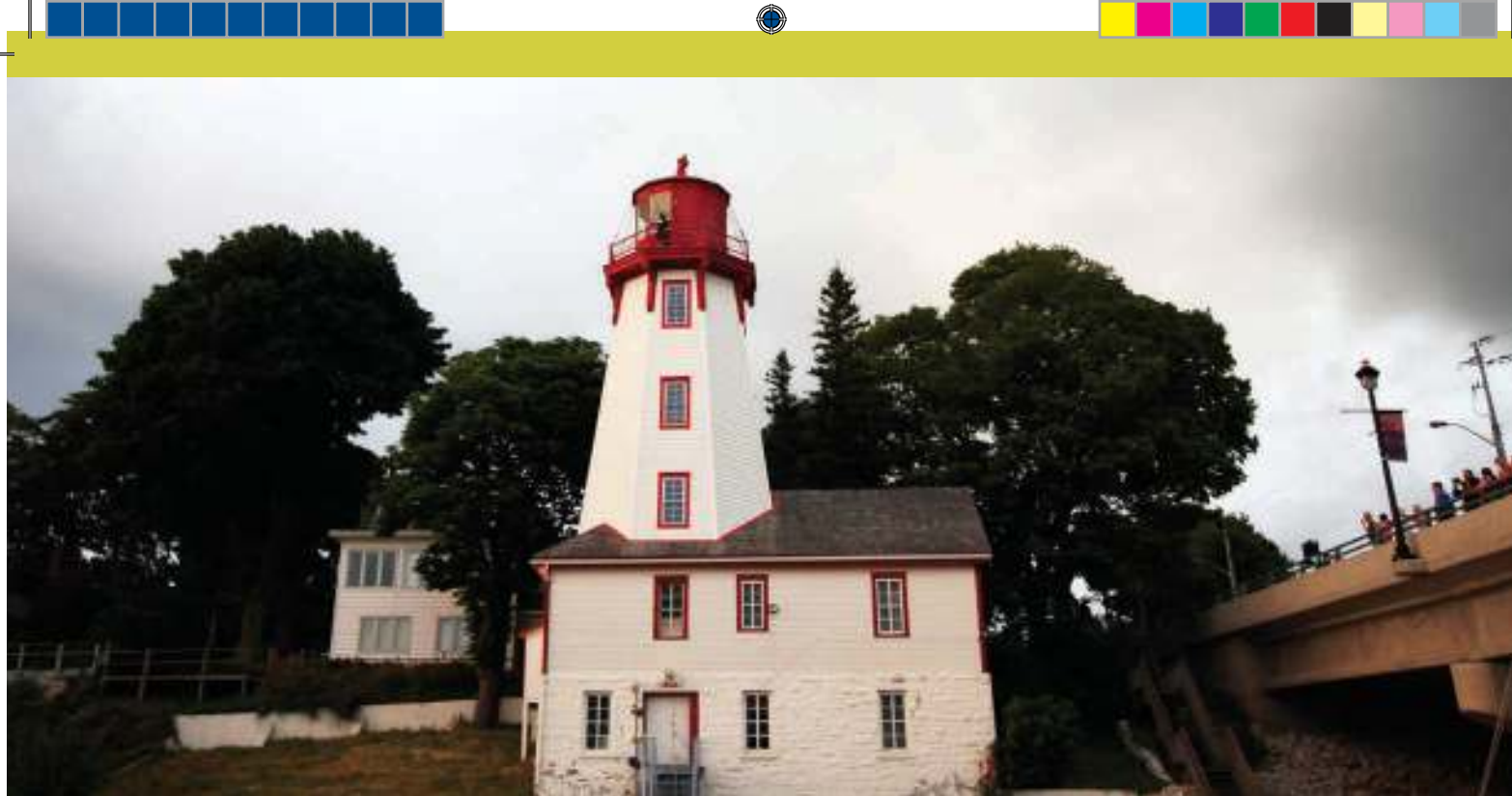
- Be alert even at the dock because that is where many accidents happen.
- Practise swimming and rescue drills with your pet.
- Have a large fishnet with a long handle at the ready to scoop up a pet in the water.

Pets Ashore

- In remote places you visit by boat both you and your pet are non native species, keep that in mind when you take your dog ashore.
- Always carry a plastic bag and pick up what your dog leaves behind.
- Keep your dog away from other (wild) animals.
- Your dog’s bark is a form of noise pollution for native species. It can signal danger and disrupt them from their normal activities like sitting on eggs.

Internet Search Terms: “boating with pets”, “water safety” training dogs

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



Don't rely on a piper

Learn weather safety with the new CPS-ECP Weather Course

Dorit Girash, AP, Windsor Power and Sail Squadron
Chair, CPS-ECP Weather Committee

If you have ever had the good fortune to boat to the town of Kincardine, ON on the east shore of majestic Lake Huron, you may have experienced a lovely tradition: every evening at dusk, a fully-dressed piper ascends the steep stairs to the top of the Kincardine lighthouse, exits onto the platform surrounding the light, and plays beautiful tunes and laments until the sun has descended below the horizon. Tourists and townspeople gather at the bridge next to the lighthouse; boaters stop what they are doing and sit on their decks... and all listen. No matter how many times I've heard it, I still get goose bumps each time. Why? The tradition is to help sailors lost in the fog or other foul weather find their way into port. It stems from the legend of "The Phantom Piper" – one version (the official one) of which can be found here: (<http://www.sunsets.com/kincardine/activity.php?Activity=42>)

Briefly, it relates the story of a family sailing from Goderich to what is now Kincardine on a cold October day in 1856. Late in the afternoon, weather deteriorated to the point where the captain feared the worst. The despondent father, Donald Sinclair began playing a prayerful lament on his bagpipe and – miraculously – it was heard and likewise answered by a settler onshore. They then followed the sound of the onshore bagpipe and safely entered the Penetangore River. Isn't that a touching story? Even now, as I write this, I get choked up.

Undoubtedly the captain of that vessel had a rich repertoire of weather lore derived from the experiences of mariners over millennia, much of it still useful to this day (and some based

on nothing but superstition). But, that extensive heritage of weather lore did not help predict the foul weather of that day. In fact, we are all only too aware of the thousands of vessels lying at the bottoms of lakes, rivers and seas that met their fate due to unpredicted storms. We need only remind ourselves of Gordon Lightfoot's "The Wreck of the Edmund Fitzgerald" due to the "Witches of November".

Today, building on the wisdom of our ancestors, meteorologists from all parts of the world have collaborated to utilize the best of modern science and technology to develop predictive models to allow us to enjoy a level of safety on the waters heretofore unknown. Today, there are very few meteorological phenomena that are not predictable.

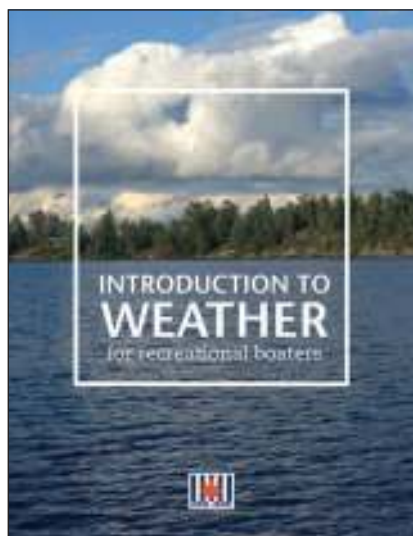
But, we have to know how to interpret and use this important information. According to the United States Coast Guard: Recreational Boating Statistics 2014, not knowing or not attending to available weather information is still one of the major causes of boating fatalities. In 2014, "weather" accounted for the third highest number of deaths after "alcohol use" and "hazardous waters".

We, at CPS-ECP are dedicated to helping you be the best boater you can be. Your safety is our mission.

To that end, we have developed a brand new weather course which is very specific to the Canadian boating environment. It provides the knowledge and seamanship advice to help you have safe, enjoyable boating experiences in and around Canadian waters. We've collaborated with our colleagues at Environment Canada and United States Power Squadrons to give you the most poignant information available.

It is an “Introductory” course because it gives you the foundation for boating in and around Canadian waters. It also prepares you to develop greater expertise if you subsequently decide to take one or more of our regional or specialty seminars (see below). Although the study of weather (Meteorology) is a science, and sciences can have complicated concepts, this new course is presented with hundreds of excellent illustrations that help you have “aha” moments to make weather phenomena not only understandable, but interesting and exciting. And some of us (OK – call us “nerds”) can go beyond the text and explore some brand new fascinating concepts such as the role of high energy cosmic rays originating from exploding stars far across the galaxy to the lightning that occurs in our atmosphere about four million times each day. And what does it mean that thunderstorms produce antimatter?

- The “Intro” course begins with the basics of the fluid that is the atmosphere and how the sun’s differential heating of the earth’s surface affects all weather.
- We look extensively at winds and waves. For example:
 - Why do land-based wind forecasts seldom match what we experience on the open water?
 - Why do winds become stronger as they pass through a narrow channel?
 - What causes the turbulence at the base of cliffs?
 - What are sea breezes and why are those coming into city marinas so much stronger than those in the outskirts?
 - What are “swells”? Rip currents? Longshore currents?
- Section 3 explores the ways that moisture can affect our boating: fog and precipitation.
 - What is fog? What factors cause it to develop? What/when/how does it dissipate?
 - We then move on to the clouds – what forms them?
 - What do they tell us about current and future weather?
- Of course, we have to thoroughly investigate storms – thunderstorms, tornadoes, and yes, hurricanes.
 - What are microbursts and why are they so dangerous?
 - Is there any way to survive thunderstorms, tornadoes, or hurricanes in open water?
 - What about waterspouts?
- And then the “Big Picture”: the systems within which our boating weather develops.
 - Why do we hear so much about jet streams?
 - What do those big letters – “L” and “H” mean to us boaters? And why do we so often see those triangle-like configurations of warm and cold fronts?
 - What are the “Witches of November” and why did so many vessels sink on or around November 10th ?



- Why should we worry about El Niño?
- How does global warming affect boating weather?
- And finally, the services available to us to provide us with information.
- Canadian, U.S., and other weather services for mariners.

This course was designed with the adult learner in mind. We adults learn differently than the youngsters. We are not linear or rote learners; we bring to the classroom a rich repertoire of knowledge and experience and we learn best when we can integrate new information into that network of experiential knowledge. And so, in this course, we

apply weather concepts to actual or virtual boating experiences. There are no closed-book, memory-work exams; instead, for those who wish to receive CPS-ECP course credit, there are two take-home assignments only. And, if you just wish to sit in class and listen, that’s OK. No one will pressure you to take the course for credit (but you will still need to pay the same tuition).

And, as we learn to accommodate more of the changing realities of education in the age of the internet, some Squadrons may wish to offer the course in “chunks” – as separate seminars for those folks interested in specific – but not all – topics. Please email me at dgirash@cogeco.ca if you would like to discuss this.

The text is available as either an e-book or a printed book. You will also receive a Supplemental Workbook containing review and discussion questions for each section, as well as the two take-home assignments which may be completed for course credit. An Instructor’s Guide is also available online.

Now that the bulk of the work for the main course has been completed, your Weather Committee is busily working on the Regional and Specialty Seminars:

- Great Lakes Weather
- East Coast Weather
- West Coast Weather
- Southern Hemisphere Weather
- Ocean Weather
- On-board Forecasting

So, my dear boating colleagues, do take advantage of the great learning opportunities that we have developed for you to have the safest and most enjoyable boating experiences possible.

KNOWLEDGE IS POWER.

Learn how to anticipate and avoid heavy advection fogs, never get caught in a thunderstorm, and boat safely in perfect (well, maybe “almost perfect”) weather!

Remember – not many harbours have pipers to guide you into port.

Longtime boating safety champion honoured with flagship award from NASBLA

WICHITA, Kansas (Sept. 16, 2015) – During its 56th annual conference, held in Wichita, Kansas, Sept. 13-16, 2015, the National Association of State Boating Law Administrators (NASBLA) presented Joseph Gatfield with the Canadian Power and Sail Squadrons its prestigious NASBLA Award.

The NASBLA Award is the non-profit organization's oldest award. It is given in appreciation to an individual who has either given a lot of time and effort to the association to help achieve its objectives or who is acknowledged nationally, statewide or in their community for notable contributions to the betterment of boating.

A graduate of the University of Windsor with an Honors Bachelor of Commerce degree, most of Joe Gatfield's professional career is financial related. He has used that expertise in various volunteer roles. His volunteer career has spanned 45 years with involvement in several

major national and international organizations, including the Canadian Power and Sail Squadrons where he currently serves as the Immediate Past Chief Commander.

Joe is a Life Member of the Canadian Power and Sail Squadron, having been involved for over 25 years. He served as the National Educational Officer for four years during which the organization updated all of its educational materials and successfully transitioned to the new Operator Competency Program in Canada. Over the years, Joe has instructed almost every course the organization offers and is a recognized instructor and qualified to instruct government regulated courses in Canada.

Joe has been active with NASBLA's National Boating Education Standards Panel since its creation in 2011 and currently serves as the group's chairman. During the Panel's formative years, he chaired the Policy and



Planning Workgroup, successfully shepherding the Panel toward ANSI accreditation in 2014. His leadership continues to guide the expansive work of the Panel toward its first recognized American National Standard, which is expected before the end of this year.

Sea Salt Galley Kat's PRESSURE COOKER UNSTUFFED CABBAGE ROLLS

INGREDIENTS:

1/2-3/4 lb ground chicken
1 egg
1/2 cup panko
seasoning of choice (I used dried thyme, oregano, salt, and pepper)
1 small cabbage, cored and roughly chopped (about 4 cups)
2 green onions, chopped
1-18 oz can of plum tomatoes in sauce, break up with a fork into small pieces
dash of Worcestershire sauce
2 tbsp tomato paste
1/2 cup rice
splash or two of red wine
plain Greek yogurt or sour cream

PREPARATION:

Combine chicken, egg, panko and seasoning and form into little meatballs. Set pressure cooker to brown and start cooking meatballs in batches. Add the rest of the ingredients (except yogurt) and gently stir to combine. Place cooker lid and set timer to 20 minutes. When done, let pressure dissipate. Scoop the steaming yumminess into bowls and top with a scoop of Greek yogurt.

Tastes just like Mom's but with so much less effort and all in one pot. And our little 2 quart cooker makes enough for 4 servings or two meals for two hungry sailors.



Katherine Haslam,
Montreal Power and Sail Squadron
<http://seasaltgalleykat.blogspot.ca/2014/08/pressure-cooker-unstuffed-cabbage-rolls.html>

Renew your boat batteries this winter or early spring

Bill Milne JN

Properly maintained, CPS-ECP boaters can up to double the life, of their existing or new lead acid batteries and help them stay in peak condition. No more fans slowing down, when on the hook halfway through the night!

In layman's language, we will give you tips on how this can easily be accomplished.

Battery manufacturers recommend you equalize lead acid, flooded batteries (the ones you can add water to) every 3-6 months to help remove the built up sulphation on and throughout the lead plates found in the battery.

Equalization helps remove the build up of sulphation, which increases the resistance to charge and this is what slows down and gradually kills your batteries.

Sulphation occurs normally as the battery charges and discharges, but some of this process crystalizes on the plates and is not removed during this normal battery cycling. This continued sulphation build up will eventually lead to a premature death of your battery.

Battery manufacturers recommend equalizing the battery, by zapping it for a number of hours with 15 amps and essentially boiling the battery. This can help remove some of the built up sulphation but boiling a battery for a few hours could also be detrimental to it.

Some of this sulphation can be driven off the plates, but some along with bits of lead can fall to the bottom of the battery's casing. This material then could build up in the bottom of the battery and may eventually short out the individual cell.

Some new chargers have a built in equalizing process that can help accom-



plish this, but you have to remember to perform the process on a regular basis.

Another method that requires only a small top up (a few ounces) of water based, Battery Equaliser, which is added to each cell, every one or two years, to help automatically accomplish this equalization process. Because Battery Equaliser is in solution in the sulphuric acid/water electrolyte, it is flowing across and throughout the plates and equalizing the battery, every time your battery is used or charged (any time electrons flow). This patented process, which will not affect warranty, automatically dissolves the built up sulphation and puts it back into the electrolyte, every time the battery is used, thus helping your starting and deep cycle batteries to be maintained in a like new condition.

Around 70% of lead acid batteries sold in the market are not sealed. Some appear sealed, but removable ports can sometimes be found under the top decal. This product does not normally apply to AGM (Absorbed

Glass Mat) or Gel type batteries.

Some results after about five normal cycles of your battery you should see an increase in battery voltage and with less sulphation resistance, batteries will run longer and charge faster. There will also be an increase in the CCA (Cold Cranking Amps) and up to 50% less watering will be required.

Those using solar panels or wind generators on their boat, homes or cottages using this top up treatment, allows up to 80% less trickle charge to keep the storage battery maintained. This is almost like doubling the size of existing panel or turbine.

Developed over 25 years ago, by a University of Edinburgh Electrical Chemical Engineer, this product is used by military, made and available in Canada and has treated millions of batteries, globally.

*For more information visit:
www.batteryequaliser.com*

Geocaching

A study in electronic navigation



Contents of "Musket Island Marine Cache" geocache.

Julie Ryder, Port Moody Power and Sail Squadron

Even though I took a basic boating course which included learning basic navigation, I didn't really put much more thought into applying those skills after that. To me, it was the captain's job to figure out exactly where we were, and how to get where we were going, and I was the admiral. That was until we started geocaching.

If you're unfamiliar with what geocaching is, it's a worldwide GPS enabled treasure hunt, where anyone (even you) can hide a weatherproof container of "treasure" and list its GPS coordinates online for others (even you) to get and then go find it. To find the treasure in the real world

you'll need to plug those coordinates into a handheld GPS device and it will show you where it is on a map. Most smartphones nowadays have a GPS built in and you can download an app for it. I use one on my iPhone which has offline features so you don't need cell phone service for it to work. When you find a treasure, you can physically sign its log book, trade items found inside, help a trackable on its mission, and if you have an account with geocaching.com you can log online that you "found it". Your geocaching.com account keeps track of all the treasures that you "hide & seek". There are over 2 million hidden geocaches worldwide, and over 5 million geocachers looking for them. There are thousands of them right along the Pacific West



Left: Ocean Suncatcher Geocoin Right: Fish Travel Tag and TFTF SWAG Buttons

coast that are accessible by boat and my mission is to find as many of them as I can.

Since you're given the exact coordinates of the geocache's location, it may seem deceptively easy to find, but unlike a road map, you are not given the exact route to it, just a couple of icons showing your location and its, with possibly a straight line connecting the two. The essence of navigation is to get from your current position to a pre-planned destination, and then to return safely. However, there could be forests, hills, mountains, lakes, streams, buildings, or in nautical terms, 'hazards' that you have to navigate around first in order to get there. Because of all that navigational uncertainty, the key to a successful find whether it be a geocache or some other point of interest, is education and preparation.

I started organizing geocaching treasure hunts for our members to play on our boat cruises in 2014. You never know what treasure you will find in a geocache. Toys mostly: Match-box cars, Lego bits, plastic animals, coupons, Kinder Surprise toys, feathers, bottle openers, key chains. I once found a band-aid which really came in handy because clumsy me got an "owie" and needed one. Some are too small to hold anything, but they always have a log book or sheet you can sign. If you find a trackable with a mission, you can take it out and move it to another geocache. If you're lucky and are the first to find a new geocache, the owner may have put a "first to find" geocoin of some type in it. There are hundreds of different geocoins which are highly collectible, and trackable too. Some geocaches are part of a series and when you find them all, you can send in a form to receive a custom geocoin reward.

One rule of etiquette is that if you take some treasure from a geocache, you must trade it with something of equal value. To help spread the word of safe boating, I had some "Thanks For The Find" (TFTF) pin-back buttons made up with the Port Moody Power and Sail Squadron burgee on

them as starter SWAG for our members to trade. I had heard the term SWAG before but didn't realize it was an acronym for "Stuff We All Get". At our next Change of Watch awards night, I awarded the member(s) who found the most geocaches with a beautiful "Ocean Suncatcher" geocoin.

Of course where there is treasure, there is also trash. To help keep the trash out of the oceans and our beautiful parks, conscientious geocachers take it upon themselves to remove any trash they find while treasure hunting. It's an ongoing environmental initiative aptly named "Cache In, Trash Out" (CITO) that is supported by the worldwide geocaching community. I have a geocoin to award for that too.

Do you understand what GPS is and how it works? Do you know the different types of maps? Do you know how to load maps and GPS coordinates into a GPS device? Do you know what a waymark is? Do you know how to create a route of waymarks? Can you export a list of GPS coordinates to share with others? Conveniently the Canadian Power and Sail Squadrons offer in-depth courses that specifically teach electronic charting, electronic navigation, and navigation by GPS, and you don't need a boat or be a member to take them. But unlike riding a bike, if you don't use those skills often enough, you lose them, e.g., geocaching. The rewards of geocaching go far beyond the material treasures you might find. Lessons in geography, map reading, navigation, nature, ecology, history, physical exercise, fellowship, and the Golden Rule come to life and are far more retentive because of this any-day real world game. Of that I am certain.

For more information visit: www.geocaching.com

Announcing new CPS-ECP Member benefits

Home and Auto Insurance Savings and a Chance to Win a Brand New Vehicle – From Cowan Insurance



Cowan Insurance a long-time member benefit partner for Boat Insurance, has extended a new member benefit to now include Home and Auto Insurance with discount savings for CPS-ECP members. Members can now save:

- 10% on Home Insurance,
- 10% on Auto Insurance,
- An added bonus of 5% when the member purchases both types of policies.
- All of this on top of the up to 25% savings on boat insurance.

To get a quote on Home and Auto Insurance and to save on your premiums call 1-866-912-6926.

As an added bonus, if you request a quote for home and auto insurance prior to April 1, 2016 you will be entered to win a \$100 gas card or one of three brand new vehicles. December 2015 Draw – Jeep Cherokee, February 2016 – Chevrolet Equinox and April 2016 – BMW 4 Series.

FUGAWI™

Navigation Software and more – From Northport Systems Inc., a Toronto Based Company better known as FUGAWI.

Fugawi is a new member benefit partner in 2015. Fugawi has been an innovator in GPS applications and digital charts for mobile devices, embedded electronics, desktop computers, and web services since 1995. This is a significant and far reaching benefit program for CPS-ECP members. This benefit package includes:

- FREE Fugawi Marine 5 (FM5) demo software to all CPS-ECP students. Downloadable from: https://www.fugawi.com/fugawimarine5_demo
- 50% Off the retail price of the complete and downloadable FM5 for the duration of the course or time of membership. An immediate savings of \$150.
- In addition, if you own a previous version of the Fugawi Software, email sales@fugawi.com to receive a 50% discount on FM5 software upgrades from previous versions. A savings of \$75.
- Exclusive Instructors only discount. 67% discount off FM5 software for verified CPS-ECP Electronic Navigation Course Instructors. A savings of \$200.
- 10% Off all marine products that Fugawi distributes in the fugawi.com store.

To access these great benefits use your 6 digit membership number at the CPS-ECP exclusive page: <https://fugawi.com/CPS-ECP>.

CANADIAN Yachting

CPS-ECP On Board eNewsletter – From Canadian Yachting

Through the support of our partner Canadian Yachting magazine, all CPS-ECP English speaking members who have a current email address will receive a new bi-weekly eNewsletter called CPS-ECP On Board starting in December of 2015. Each edition of the eNewsletter will include newsworthy items from CPS-ECP and from around the world and will be sent by CPS-ECP to its members at no additional cost as a benefit of membership.

To guarantee that you receive your copy every two weeks please ensure that you have a current email address on file at the National Office. To do that you can update your member profile on line at: <https://www.cps-ecp.ca/online/online.asp?WCE=C=Wizard|K=130~0> or send your email information to the National Office at hqg@cps-ecp.ca.

Please note that a similar eNewsletter for all of our French speaking members will be produced in the New Year with the support of the publishers of L'escapade Nautique Magazine.



THE COTTAGER

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

“The time has come, the walrus said, to think of many things”. Rather than “shoes and ships and sealing wax” or even “cabbages and kings” I have been thinking about the people I know and about whom I write.

In the life of any cottage there comes a time when another family takes over to start their own enjoyment and to create their own memories of the place. George has reached that point and like my family five years ago has accepted an offer to sell the cottage. I have enjoyed writing about George over the past ten or fifteen years and for those wondering who George is, he is everyone and he is no one. George is simply the character I created to be able to recount stories without having to embarrass the subjects by saying who they were.

With the recent, and unexpected death of my father there has been time to reflect on his life. He is the one who encouraged me in my interest in boating. He was an avid boater and sailor and wanted to join CPS-ECP long before it became possible owing to conflicts with other activities. Finally in 1979 he was able to take the Boating Course with me and my mother and then followed over thirty years of active membership in CPS-ECP which saw him become Squadron Training Officer, Squadron Commander and later he became District Commander and most recently District Training Officer. His support and encouragement also helped me through some difficult times, which I have experienced in my CPS-ECP career.

Joan Cadham’s recent, and equally unexpected death also gives me reason to look back on the memories of times spent at “Hay Island”. There, countless gallons of tea were consumed and dozens of blueberry muffins. The occasional trip in *Hirondelle*, (her husband Jack’s 24 foot sailboat), was always a welcome bonus since I seem to have inherited my father’s love and appreciation for sailing.

When Joan became the editor of *The Port Hole* I was asked to write a series of four articles about boating from the point of view of a cottager. Somehow after writing those articles I ended up writing an ongoing column. Joan was always helpful with suggestions for topics but she also wanted columns which had a safety message, encouraged the taking of CPS-ECP courses and which were fun to read. It was always an interesting challenge and the editing process with Joan was always enjoyable, even fun.

There are many happy memories of life at the cottage. Some involve trips in boats to get a better look at, and take pictures of the ships in the seaway. While I missed *Calypso*, I do have pictures of *HMS Britannia*. I spent hundreds of happy hours exploring Lake St. Francis and experiencing the joys of cottage life and boating. Many of the memories also involve the many people who visited over the years.

The time comes, however, when things must come to an end and for any number of reasons, now is an appropriate time to write my last column. I hope you have enjoyed reading *The Cottager* as much as I have enjoyed writing it and I hope that, for those of you owning a cottage, you enjoy it as much as I have enjoyed “Hay Island”.

CPS-ECP AGM and Conference

October 20-25, 2015

Once again in the fall of every year CPS-ECP members gather to participate in a vast series of meetings, to exchange ideas, search out solutions and to have fun. This year the conference was held in Ontario in the scenic city of Niagara Falls. The nice thing about the hotel was that the falls were only a few minutes away and the weather mostly cooperated.

The organizers had selected well and laid on a very good conference and everyone that I spoke to really enjoyed themselves. For myself one of the best features was the scheduling of the Friday afternoon seminars. In the past I have always looked over the various topics and made my selection and, of course, there were always a few interesting topics that just did not fit in. Not so this year. I was unaware that I would be able to attend all of the seminars until I arrived at the centre to find out that each one was happening in sequence! Now I could hear everything and not miss a thing. Thank you to the organizers for doing this as it certainly made the afternoon most informative and enjoyable.

Of course each conference has a special Friday night theme dinner. This year it was "The Love Boat" and the costumes were good and just how many captains were in the crowd? Of course there was some drama as a murder investigation continued throughout the evening interrupted by the various courses. For myself by the time the coffee arrived the only thing I knew for sure was that, I don't think I did it. Congratulations to the principal participants, and, of course, all of you that took the night in stride and had fun in deciding who really did it.

The AGM itself was well attended with 219 members present all with their yellow ballot sheets ready to vote on any issue coming before them.

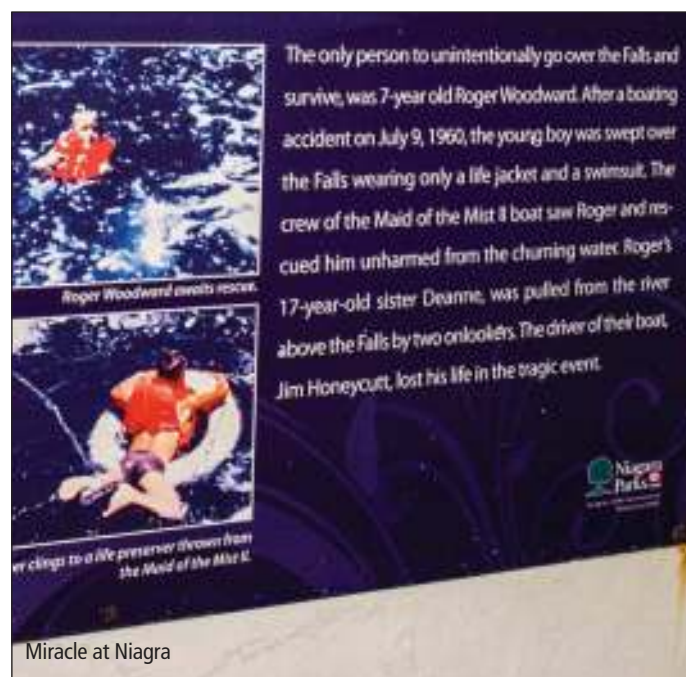
This was also a major change of watch on the National Executive Committee and those in attendance saw C/C Joe Gatfield hand the baton over to our new C/C Robert Pepin who promised to make our CPS-ECP an organization that we can all be proud of.

While strolling the grounds of Niagara Falls you are never far from the falls and its very colourful history and our CPS-ECP photographer Don Butt captured this (bottom right) fascinating bit of history in his lens. I actually remember the event very well. It caused quite a sensation.! And I always wear my PFD.

In 2015, CPS-ECP awarded 2000 Merit Marks, including 53 life members.

R. John Garside, AP

Photography by Don Butt, AP and James Atkinson, AP



MORE PHOTOS AT:
[www.dbutt.smugmug.com/
 CPS-ECP-Niagara-Falls-2015/](http://www.dbutt.smugmug.com/CPS-ECP-Niagara-Falls-2015/)



Love Boat Theme Murder Mystery Dinner Party



The Love Boat Chief Engineer Jim MacLeod



Susan Mellow on board the Love Boat



Conference Committee members hard at work

THE PORT HOLE



Board of Directors and Executive Committee for 2015-2016

Back row, left to right: Brynro Buie, Simo Korpisto, JN, Robert Parke, AP, Charles Beall, National Law Officer, Nancy Richards, S, National Secretary, Douglas Stewart, AP, National Financial Officer, P/C/C Joseph Gatfield, JN, Chair of the Nominating Committee, David Burt, P, David Agnew. Middle row, left to right: Yves Dauphinais, Jacques Hebert, SN, Sarah-Jane Raine, S, National Administrative Officer, Linda Hamilton, AP, Elizabeth Appleton, AP, David Peebles, P. Front row, left to right: Peter Bolton, SN, Carolyn Reid, SN, Don Griffin, AP, National Educational Officer, Robert Pepin, AP, Chief Commander, Cathie Johnstone, National Executive Officer, Charlie Ellins, JN, Michael Smith, P, Attila Soti, AP. Absent: Claude Martin, JN.

EXECUTIVE COMMITTEE CONTACT INFO:

Don Griffin, AP, National Educational Officer:
neo@cps-ecp.org

Nancy Richards, S, National Secretary:
ns@cps-ecp.org

Robert Pepin, AP, Chief Commander:
cc@cps-ecp.org

Sarah-Jane Raine S, National Administrative Officer:
nao@cps-ecp.org

Charles Beall, National Law Officer:
nlo@cps-ecp.org

Cathie Johnstone, National Executive
Officer: nxo@cps-ecp.org

Douglas Stewart, AP, National Financial Officer:
nfo@cps-ecp.org

Joseph Gatfield, JN, Past Chief Commander:
pcc@cps-ecp.org

National Awards and Presentations

Chief Commander's Citations

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

Peter Girling, Vancouver Squadron, Pacific Mainland District
Annie and Tony Cook, Toronto Squadron, York West District
Joan Eyolfson Cadham, S, Saskatchewan Squadron, Western Canadian Inland District and P/C/C Malcolm Blann, AP, Sur-Del Power and Sail Squadron, Pacific Mainland District.

Chief Commander's Letters of Commendation

A Chief Commander's Letter of Commendation is given for extra or marked efforts for the corporation by a CPS-ECP Member or Associate. Chief Commander's Letters of Commendation were presented to:

Emer (Red) Bowes, AP, Kingston Squadron, Rideau District
William (Bill) Corcoran, Kingston Squadron, Rideau District
Frank Haley, SN, Edmonton Squadron, Western Canada Inland District

Ernie Hultay, Frenchman's Bay Squadron, York East



Herb Rufft, SN, Newmarket Squadron, York West
André Traversy, PA, Nautique Ricelieu, District Cartier

Chief Commander's Letter of Appreciation

A Chief Commander's Letter of Appreciation is given to any person, corporation or organization in recognition of important contributions made to CPS-ECP. Chief Commander's



Letters of Appreciation were presented to William (Bill) Spicer and Detroit Power Squadron.

Howard G. Peck Volunteer of the Year Award Sponsored by Cowan Insurance Group – Jean-Robert Lavergne, PA.

In his Squadron, Saguenay - Lac St-Jean, Jean-Robert has been the Commander, Financial Officer and Public Relations Officer. He currently holds the positions of Executive Officer and Educational Officer. As the Educational Officer he is responsible for the management of all local instructors and courses. Moreover, he is present at almost all of the training sessions that the Squadron offers. As well, he himself instructs many of the advanced courses and delivers a multitude of boating safety training sessions each year for other organizations such as the local fire department, Sûreté du Québec and Parks Canada to name a few.

Jean-Robert is also very involved in other local boating safety initiatives in his community. He plays a key role in working with the Association Maritime du Québec in the implementation of Nautical Stations in Roberval and Saguenay. Every year he performs Recreational Vessel Courtesy Checks and is continuously promoting the safe boating work of his Squadron at sailing events and exhibits.

At the district level in CPS-ECP, Jean-Robert was recently the District Commander for the Estuaire St. Laurent District. He worked tirelessly to support the officers and the Squadrons in the district. One of his greatest achievements is the fact that he was able to effectively get all Squadrons in the district to work together, a task that took many hours and much determination. Without his dynamic and energetic leadership, the district would probably be at risk today.

At the national level, as the Course Director for the Marine



Electronics Course, Jean-Robert was responsible for developing the course in French. He has also been involved in CPS-ECP's National Educational Department on the Editorial Review Committee, and he has contributed countless hours to the translation of various boating safety text books and other course materials.

Not having enough to do, he took on the role of Conference Committee Chair for the organization's Annual Conference which was held in Quebec City in October 2014. Jean-Robert organized and worked with his local committee for hundreds of hours to ensure that the over 250 delegates at the conference would benefit from the full schedule of sessions that they attended.

He has also served CPS-ECP as a member of the National Board of Directors completing a two year term in 2015. Pictured above left with Cathy Bisbee from Cowan Insurance Group and C/C Joseph Gatfield, JN.

Electronic Course Instructor Awards Sponsored by ICOM Canada

This award is presented to the top volunteer electronic instructor in three areas across Canada:

1. Atlantic Provinces and Quebec – Jean-Robert Lavergne, AP.
2. Ontario – John Kabel, SN (pictured above right) Eric Meth from ICOM Canada Inc.
3. Western Provinces – Mike Paterson, P

Officer of the Year Awards Sponsored by Fortress Anchor/Natural Marine

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

1. Atlantic – Yves Dauphinais, P



2. Quebec – Yves Lavallière, PA (pictured above left)
2. Ontario – Robert Dandurand, P (pictured above right)
3. Western Provinces – Clark Berry, SN

G. William Bowman Instructor of the Year Awards

Sponsored by Weems & Plath, named after G. William Bowman who initiated the first Power Squadron Safe Boating classes in Canada in 1938.

1. Atlantic and Quebec – Norman Raine, AP
2. Ontario – Michael Hill, AP
3. Western Provinces – Antony Merry, JN

Ref Reid Award – This competition is at the Squadron level and goes to the Boat and Engine Maintenance instructor having the most successful class in 2014-2015. This award was donated by family members in honour of the late Ref Reid, a long-time, distinguished member of CPS-ECP and was presented to Donny Maracle, CN of Bay of Quinte Squadron.

Beldon W. Fox Award – This competition is at the Squadron level for the most improved results and performance in Elective Courses during 2014-2015 in relationship to the total membership. The trophy is maintained at the National Office, and a small keeper trophy was presented to Avalon Power and Sail Squadron.

S. Gordon McCandlish Award – This competition is at the District level for the most improved results and performance in Advanced Courses during 2014-2015 in relationship to the total membership. The trophy is maintained at the National Office, and a small keeper trophy was presented to Pacific Mainland District.

Natural Marine Training Award – This trophy is donated

by Alex Milne Associates Ltd., a supplier of environmentally-friendly marine products and a firm supporter of the objectives of CPS-ECP. The competition is at the Squadron level. It is presented to the Squadron Training Officer and his/her instructors and proctors who help to achieve the highest percentage of successful students in the Boating Essentials examination in 2014-2015. The trophy is maintained at the National Office, and a keeper trophy was presented to Vancouver Power and Sail Squadron.

Mary Pritchard Outreach Education Award – The Mary Pritchard Award recognizes a CPS-ECP member who has created course content suitable for web-based delivery, or promoted marketing of distance education courses or developed innovative new techniques or development of outstanding graphics appropriate for web-based courses. The award was presented to Carolyn Reid, SN.

Educational Department's Letter of Appreciation – As a voluntary, charitable organization dedicated to safety and training in recreational boating, we rely greatly on our Members, our Squadrons, our Districts and our Partners. Letters of Appreciation were awarded to: Bill Corcoran, Mike Hill, Robert Dandurand and Tom Beaver.

Membership Award Presented by National Secretary Cathie Johnstone and Linda Hamilton, Chair of Awards and Flag Committee to Royal City Power and Sail Squadron. Honourable mention: Ottawa Power and Sail Squadron.

Recreational Vessel Courtesy Check Awards

These awards go to the top District, top Squadron and three top individuals who have made significant contributions to both CPS-ECP and to Transport Canada. These members



MORE PHOTOS AT:
www.dbutt.smugmug.com/CPS-ECP-Niagara-Falls-2015/

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

Top District award: The Pacific Mainland District.

Top Squadron award: Vancouver Power and Sail Squadron

Top individuals: 1st place Peter C. Barbour, Tillsonburg Squadron, Western Ontario District, 2nd place James (Jim) A. White, Vancouver Squadron, Pacific Mainland District 3rd place Joseph Bognar, Port Dalhousie Squadron, Niagara District and 4th place David Gay, Victoria Squadron, VISD District.

Marketing Awards – The Marketing Award is to recognize regional and local excellence in promoting an energized organization that reflects the current demographics of the Canadian recreational boating market. The award recipients are considered “Best Practices” that can be implemented by other Squadrons and Districts. Customized pull-up banners were presented to: Port Moody Power and Sail Squadron and Cowichan Power and Sail Squadron.

Environment Award sponsored by Natural Marine, was presented to Brentwood Bay Power and Sail Squadron.

Life Members – Two people were present and recognized as new Life Members. They were: Christopher Thatcher, S Goderich Power and Sail Squadron, Hans Mets, Richmond Hill Squadron and Gary Vanzandt, AP, Fort Erie Power and Sail Squadron (picture top left). Fifty other Life Memberships were presented at Squadron and District AGMs.

Retiring Committee Chairs:

Sandy Carter, Chair of Communications;
 Joan Eyolfson Cadham, Port Hole Editor and Chief;
 Wanita Meed, P, Committee Chair of Extended Cruising

Course;

Steve Reading, P, Committee Chair for Boat and Engine Maintenance Course;

Tracy Reading, P, Committee Chair for the Graphics Committee.

Retiring Members of the Board:

Bill Allan, SN, Richard Bee, AP, Nancy Gibson, P, Jean-Robert Lavergne, AP. (Pictured above right).

NEW Joseph Gatfield Leadership Award

What does “leadership” mean to you? To CPS-ECP?

The CPS-ECP Executive Committee members discussed this very question over the last several months and how much “leadership” meant to each of them. Leadership: the something specific which holds all members together and values solidarity.

In the last several years, CPS-ECP has undergone some significant changes as it moves into a new era in its history. Change is not easy. We know that there are leaders at all levels within our organization, and it is particularly the person at the head who plays a unique role for the entire organization during such times.

CPS-ECP members have been fortunate to have an exemplary leader during this evolution of our organization. A leader who guided us so that now the foundation of our organization has been settled, the structure is in place. A leader who accomplished this in a friendly and collegial manner. P/C/C Joe Gatfield, JN is that leader.

In recognition of the leadership shown by P/C/C Gatfield in all he has accomplished and continues to undertake, the Executive Committee has created the “Joseph Gatfield Leadership Award”. This new permanent award is to be given every year to a leader chosen by the Executive Committee.

We are proud that the first recipient of the award is P/C/C Joseph Gatfield, JN.

Chief Commander, Robert Pepin's acceptance speech

October 24, 2015 – Minutes ago, my shoulders suddenly felt the weight of what I was just pledged for.

I would ask members of the Nominating Committee to stand.

Folks, I am not sure I want to thank you and I want this audience to witness that you are responsible for what is happening to me and to the Executive Committee that I will be presenting in few minutes. Thank you in having put faith on us.

To the members of CPS-ECP, I can assure you I will do my best to make CPS-ECP an organization who deserves respect as it has been for the last 76 years, an organization you have to be proud being a member of.

I view my role as a gatherer, a facilitator. My belief is that my focus should be directed towards our members and Squadrons. This is what I will do.

Yesterday, we discussed and agreed on the major and essential role of Districts. Together, let's make that happen soon.

We have a tremendous journey ahead of us. Let's be positive. My belief is that we have strong resources within CPS-ECP. Let's use them and let's be convinced that we can adjust to the current and coming environment.

The demand for boating education has changed drastically. The majority of younger boaters do not want to sit in classrooms for 25, 15 or even 7 week courses. My wife and I have 4 children in the age of 35 to 43. Two years ago, my son asked

me if the French PCOC online course was available. It wasn't. He needed the card and went elsewhere.

The younger generation live through an ongoing succession of "have to do". They don't have the time. They want it now. They go on the net at any hour of the day for finding what they feel is best for them. They are influenced by what they find on You Tube, Twitter, Facebook and other social media. They believe what they see, they seek to know what others think. We will not change their way of living. We need to adapt.

Let's do all we can to integrate younger boaters in CPS-ECP. Let's be there and offer what is being looked for: quick results, short, online and easily accessible.

At the AGM this morning, I referred to the changing environment.

Wishful thinking does not work. We have to learn to react quickly, join our efforts and operate in an organized manner. Errors occur, let's learn from them.

I believe that we internally have the skills and resources to offer the best to boaters. Our actions may differ from what we have always done but success will occur through the strengths of CPS-ECP.

Ladies and gentleman, should this also be your belief, I urge you to join and find the best ways to support our Squadrons and service our members.

I am convinced we can succeed, if we all join and focus on the success of CPS-ECP.

Yes, we have a tremendous journey ahead of us.

Past Chief Commander, Joe Gatfield's closing remarks

October 24, 2015 – As this is my last opportunity to address the CPS-ECP membership, no capital in my role as your Chief Commander, I do want to take a moment to give some thanks.

In the recent edition of the Port Hole, it reflected on one of my journeys. That was only one small part of my 30 year journey in this organization to date.

When I became your Chief Commander in 2013 we had just accepted the new By-laws that were to govern CPS-ECP into the future. In my opening remarks I stated:

In doing so (approving the By-laws), we have accepted a new future for Canadian Power and Sail Squadrons/Es-cadrilles canadiennes de plaisance. We are charting new waters, we are navigating in areas that we have not gone before. What we have done is set course on a new journey that will enable CPS-ECP to yet grow stronger and healthier as we move through this transition period. You, the members, have mandated change and change is healthy.

I have often stated that I was your transition Chief I

chaired the committee that wrote the rules and I was the Chief that implemented the rules as noted in my report earlier, my task is complete and stepping down as your Chief this afternoon seems to be the appropriate time. You will now carry forward the work that has been completed.

In most of my volunteer career I have compared that we are the lighthouses that have brought many boaters safely to shore and today I want to say thanks to those that have brought me home safely to this point in my journey.

To our partners who stand by our side I thank you

To my colleagues at the National Association of State Boating Law Administrators and to United States Power Squadrons my home Squadron of Detroit, my District D/9 and to you, Robert and the National Bridge thank you for our working relationship, your support and fellowship.

As a volunteer no one could ask for better support than our National Office provides. Under the leadership of Walter Kowalchuck, all of our staff have always provided any needs to not only myself, but to all of our members, to those here today... Walter, John, Vanessa, Mila and Bill my sincere thanks.

Those behind the scene folks you never see are greatly responsible for making my life easier and especially during

National Conferences... my thanks to the C/C Aides Jim and Nancee Adams and Dick and Pat Jarmon and the many that assisted. Life is good is good with all of you around

Everyone has their roots in this organization and I know that the Windsor Squadron and Western Ontario District are well represented here today... you are where I started and where I remain and those of you that are here today you are my friends, the ultimate membership benefit. I can only say thank you for all that you have made me.

To those sitting at the table to my right you pioneered before me and your leadership and mentorship has been a guiding light to me. I have served in some capacity with almost all of the Past Chiefs and it has been an honour

When you surround yourself with good people, the tasks are made a lot easier. Over the past two years I have had an Executive Committee that worked for the best to be the best. My thanks to Carolyn Reid, Dave Peebles, Jim Brown, Richard Bee, Chuck Beall, Doug Stewart, Cathie Johnstone, Sarah-Jane

Raine, Don Griffin and Robert Pepin. For those those moving forward, I offer you wishes for success and all of my support.

You all know through my email that I work for Woodall Construction. For those that know him, Dave Woodall is an incredible man and as of Tuesday I will have been with the company 29 years. I thank him for his exceptional support in my role as Chief and all the resources he has made available to me.

My family, all of whom were here in 2013, continue that support and actually hope that there may be some additional family time now. Family makes great sacrifices while you serve but they remain steadfast behind you.

And finally, to you the membership of CPS-ECP I am no one without you and as I mentioned in my report earlier you make a Chief Commander. To all of you, and especially Tracie Berekoff who has been a special support and friend for many years, all I can say is THANKS.

You have all been my guiding light and you have brought me home safely... thank you.

Fair Winds and Calm Seas Always to Bill Spicer

Walter Kowalchuk
National Executive Director

After a remarkable 23 years of service to CPS-ECP, William (Bill) Spicer was congratulated and honoured at the 2015 Annual General Meeting. Everyone in attendance stood and applauded on several occasions to thank him and to wish him all of the best in retirement.

At the National Office Bill was Mr. Reliable. He was always at work and always there well in advance of all others. He could be counted on to not only perform the tasks in his own job to a high standard, but he would always be available to assist others at peak times in theirs.

For many volunteers, Bill could be counted on to always deliver, so that in turn the needs of our students, members and recreational boaters in Canada could be met through our Squadrons and Districts across the country. What we got from Bill each day was someone who always went out of his way to ensure that he could help no matter what. Whether it was a standard order or a rush when something slipped through the cracks or when there was an unexpected

jump in course registrations, Bill always took care to get things shipped out to those who needed them and when they needed them.

But for most, Bill went beyond being just the shipping guy at CPS-ECP. For those who were new to the volunteer job, and no one really showed them or trained them on how to do that job, especially how to enter online orders, Bill was the WBAS order entry trainer. He spent the needed time with each and every one of them and eventually they learned what to do and how to do it.

However, for some, they would never be able to make that WBAS thing work, so Bill became and remained their personal order entry clerk. He never complained or fussed about doing that, he just did what he needed to do to help those who needed the help.

For those phoned in or stopped in at the National Office, Bill was always there for a welcoming hello and some time to just chat. He enjoyed those discussions and that time and attention gave members a very personable feeling to the order placing and delivery process.

When the announcement was

made that Bill was retiring there were many expressions of thanks and special thoughts about him that were sent into the National Office. For those who attended the AGM, many took the time and opportunity to personally convey their thanks and congratulate to him. This was indeed a highlight of the weekend for all, especially for Bill.

Bill was presented with a special plaque commemorating his retirement and a Letter of Appreciation from the Chief Commander on behalf of all CPS-ECP members.

To our friend and fellow crew member Bill Spicer – Fair Winds and Calm Seas Always.



Thank you to our 2015 Conference Sponsors

Cowan Insurance Group
Canadian Yachting
Fugawi
Fox 40 International
Fortress Anchors
Natural Marine
ICOM Canada
SALUS Marine Wear
C-Tow / Boater Assist
L'escale nautique
Weems & Plath

Conference Sponsors support us.
Please, support them. Want to
become a CPS-ECP Conference
Sponsor? Contact us at:
nao@cps-ecp.org



boatingcourses.ca

Photo: Don Butt