

# THE PORT HOLE

WINTER 2017

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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

**G**reetings!!  
I arrived in Vancouver for the CPS-ECP Fall Conference and was not surprised that it was raining as late October in Vancouver is usually wet, but it was also quite warm too! So with the rain falling throughout most of my visit I travelled about the streets of Vancouver clutching my umbrella and enjoying the sights and sounds of this fascinating city. With the conference being held in Vancouver this year I really wanted to make time to explore the local marine museum and inspect Larson's ship the *St. Roch*. I walked to the site on Thursday morning and was not disappointed. The restoration of the vessel and the building is now complete and being able to walk the decks of this famous Canadian ship was a great thrill. One of my Recent Reads appearing in this issue is *Dangerous Passage* by Gerard Kenney and features Larson's ship and I was delighted to compare notes so to speak.

The theme of this issue could be tabled as *Where are We Going?*, as one article looks into the recent Boundaries Committee Report findings and a second article talks about responsible watchkeeping. Both make for a very interesting read and lots of food for thought. Then with the new year upon us I thought it would be a good idea to present a complete alphabetical listing of all 147 Squadrons that make up CPS-ECP along with their respective membership numbers.

Canada will be celebrating 150 years as a nation this year so in the book review section I have two recommendations, one regarding the Arctic and the North West Passage and a much older book, actually a textbook, which tells the story of Canada from a 1950s perspective. I always find it amazing that we as a nation are so very quiet about our achievements, as building this nation was never an easy task and the efforts of so many dedicated people were required to launch the country.

My early water experiences progress as well in *Boats that I have known: The Marsh and the Mystery*. So as the snow falls outside your window do find a quiet moment to read through this issue and "find out where we are going".

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

If so, do send me your stories and information and look for them in the Spring edition of The Port Hole. The deadline for submissions is February 10, 2017.



St. Roch see page 65.



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Charles Beall, National Law Officer  
Toronto Power and Sail Squadron

## The Evils of Change, or How to Learn to Love Technology

*"The times they are a'changing..."* Bob Dylan's words in his iconic song, written more than 50 years ago, were true long before he wrote them, and they continue to be true today. A famous author wrote about change that: "It's the only evidence of life."

Two questions about change: Why do we resist it? And, what happens if we don't change?

We resist change because it creates an unknown – it's a departure from the way we are used to doing something. Our orderly routine, what we find comfortable, what we know we can do – change is going to make it different. We are not going to have the same kind of control over our lives with change – it creates a fear of the unknown.

Electronic technology use has grown at an increasing rate of speed and affects us in ways that were the subject of science fiction stories a decade ago. We can program our stoves to do just about anything (but they still won't do windows). We have PCs, Macs, lap-tops, tablets, and cell phones – which are variations of computers that give us lots of ways to access and distribute information, using a variety of social media. Does anyone even have a paper phone book anymore? My kids don't have landlines. My Granddaughter thinks the phone handset icon is what you push when you want to speak into your hand-held computer. It would probably make more sense to her if it was an ear or an open mouth.

If we resist change, we are going to get left behind. About 14 years ago, digital cameras outsold film cameras in North America for the first time. Kodak has been credited with having invented the digital camera. They put it on the shelf. Look at Kodak now. Years ago, a leading pencil manufacturer scoffed at the new-fangled ball-point pen. They lost sight of the fact they made writing instruments, not pencils.

CPS-ECP educates boaters. Back in the day, instructor-led classrooms of students were the staple of CPS-ECP course delivery. Today, the first source for information is the Internet. So we need to be there. Our purpose hasn't changed. We are still promoting boating safety through education. We now have a much wider variety of tools available – that's

what's different. We need to embrace technology so we can adapt to a new environment and use it to our advantage.

Last winter my Junior Navigator (JN) course in Toronto used GoToMeeting. My course mates came from Toronto, Richmond Hill, Northern Ontario, the Niagara Peninsula, and even Arizona! The sessions were recorded so if someone missed it, or wanted to check up on some detail, they could go back and review the material. (Beats taking notes – and it's more accurate.) Learning to take sights can't be done over the Internet, but we all had mentors available to help us with that.

We need to adapt. While we don't like change, humans are good at adapting (otherwise we wouldn't be here). We have adapted to the instant replay, getting television over cable, and then by satellite, and now on the Internet. We've handled the change from the rotary dial phone to the digital landline to the cell phone. We've gone from bank branches keeping account information on a paper ledger card to customers depositing cheques with a cell phone screenshot over the Internet. We've gone from drawing pictures and diagrams in a classroom on how to dock a boat to having a virtual trainer so that people can learn themselves as a hands-on experience (with the help of a mentor if they need it).

We can strengthen and easily broaden our education activities with technology. More and more boaters are using computers as navigation aids. We can run seminars to teach them how to do that effectively. Some boaters have radar but don't really know how to use it...another seminar subject. Spring is coming. We can provide online seminars with tips about how to get the boat back in the water, ready for a trouble free summer. We can use technology to create virtual classrooms to overcome the barrier of geography. There were days in my JN course last winter where, as the song says, "...the weather outside was frightful..." Because of technology, we could all stay warm and comfortable in our homes and still get to class.

Yes Bob, the times are a'changing. What an opportunity for CPS-ECP!



## Canadian Power and Sail Squadrons

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## CPS-ECP Members save even more with Fugawi

Fugawi is pleased to announce that effective September 20, 2016 all CPS-ECP members can now save a full 15% off the purchase of anything online in the Fugawi Store at: <https://www.fugawi.com/store>.

To access this great member benefit discount, members can log in and register with Fugawi online at: [www.fugawi.com/CPS-ECP](http://www.fugawi.com/CPS-ECP). All CPS-ECP members are required to register with Fugawi in order to receive the discount.

## Vancouver 2016 is hailed a huge success!

by: Shirley Shea, AP

Vancouver 2016 West Coast Conference Chair

Being new to the role of Communications Committee this year I felt that it would be remiss, as the West Coast Conference Chair, to not mention the "dedicated team work" and the "success" of the Conference Committee at our recent National Conference in Vancouver held at the Sheraton Wall.

I was overjoyed by the magnificent results of the event with everyone giving more than their all. What a dynamic committee and "unity" was never more evident than with this fine group. It was a pleasure working with this Conference Committee who were more than "dedicated to taking us into the future" as I quote from an article in this Port Hole. Yes Chuck "times are a'changing" not that many today even know who Bob Dylan is, and that my friend is a good thing! The accolades for the conference seemed to never cease and we were hailed several times as the best conference ever! This was totally unexpected and makes the time and effort spent that much sweeter.

I am so proud of the crew in Vancouver. From the excellent tours created by Darren Dyck to the recent formerly unmanageable competitions that were wrangled into a fine event of CPS-ECP showmanship of our talents by Anne MacDonald.

The Friday night sailboat race in the theme "Explorers of the West Coast" was a huge success and was skippered by Dave Mellis along with crew member Bob Okamoto. What fun this race was and way to go Vancouver's Cara Duffield for navigating your vessel to a fine finish and winning the event! Never underestimate the wind power of our west coast beauties.

A special thanks to Byron Buie and Dave Mellis for gathering the amazing sponsors and donors and to Peter Lefroy and Kathleen Vanderwood for registration, Paul Vanderwood for volunteers, John Naylor for securing the event and volunteers, Bob Everson for the amazing printing that was done so effectively and quickly on demand! Thanks also to Donalda Buie for the fine entertainment, Jacque Peebles for the regalia organization, Roger Middleton for Master of Ceremonies, Jenn and Mike Matich for lovely and fun decorations, Dave Magnusson for hospitality and Byron Buie and John Hinkman for the Virtual Trainer and to Meredith Williamson who was our secretary and kept us organized and on track. Our money changer Nancy Gibson was on hand at all times as was Dave Peebles and Don Griffin as advisors. Special thanks goes to Yves Dauphinais for MC and all our translations. How could you go wrong with a team like this!

Tracie Berekoff was excellent in leading the way as National Chair and Nancee Adams for organizing registration. A special thanks goes out to Sadie Brinton, the Catering and Convention Manager at the Sheraton Wall and her magnificent people assisting us so graciously. Never before have I seen a staff more organized and hospitable than at the Sheraton Wall Vancouver. Thank you both for all the accolades we received because of you. We will take them!

So Chief Robert, I hope you are still basking in fond memories of Vancouver 2016 and we in Vancouver are certainly looking forward to Yves Dauphinais and his crew in Charlottetown in 2017.





JUST  
ASK  
JOHN

John Gullick, AP  
Manager, Government and Special Programs

Let me start by thanking Dale Holland, AP, Prince Edward Squadron, National Co-ordinator RVCC Program; Mary Ridgewell, AP, Alderney Squadron, Atlantic Regional RVCC Co-ordinator; Gaetan Leveillé, AP, Trois Rivières Squadron, Quebec Regional RVCC Co-ordinator; Pete Barbour, Tillsonburg Squadron, Ontario Regional RVCC Co-ordinator and Jerry Powers, SN, Vancouver Squadron Western Region RVCC Co-ordinator for their valued efforts this season. They and the efforts of their Squadrons have helped to grow the program this year.

2016 has been a much better year for the CPS-ECP RVCC program. By October 3rd, which was the cut-off date for the awards calculations, we had received a total of 1684 completed RVCC forms and as of October 17th we have received a total of 1716 which represents a 27% increase from the 1354 reports that we received in 2015.

All Districts and 50 of their Squadrons participated in 2016. We lost 10 Squadrons who participated in 2015 but we gained 10 new Squadrons.

This program gathers very valuable information that is used to identify gaps in the carriage of required safety equipment and education that is needed to close those gaps and inform boaters about other major information and training initiatives. It also gives CPS-ECP Squadrons the opportunity to speak face-to-face with boaters and talk about the added value propositions that CPS-ECP can offer them. This is reason alone for all of our Squadrons to become involved in the program.

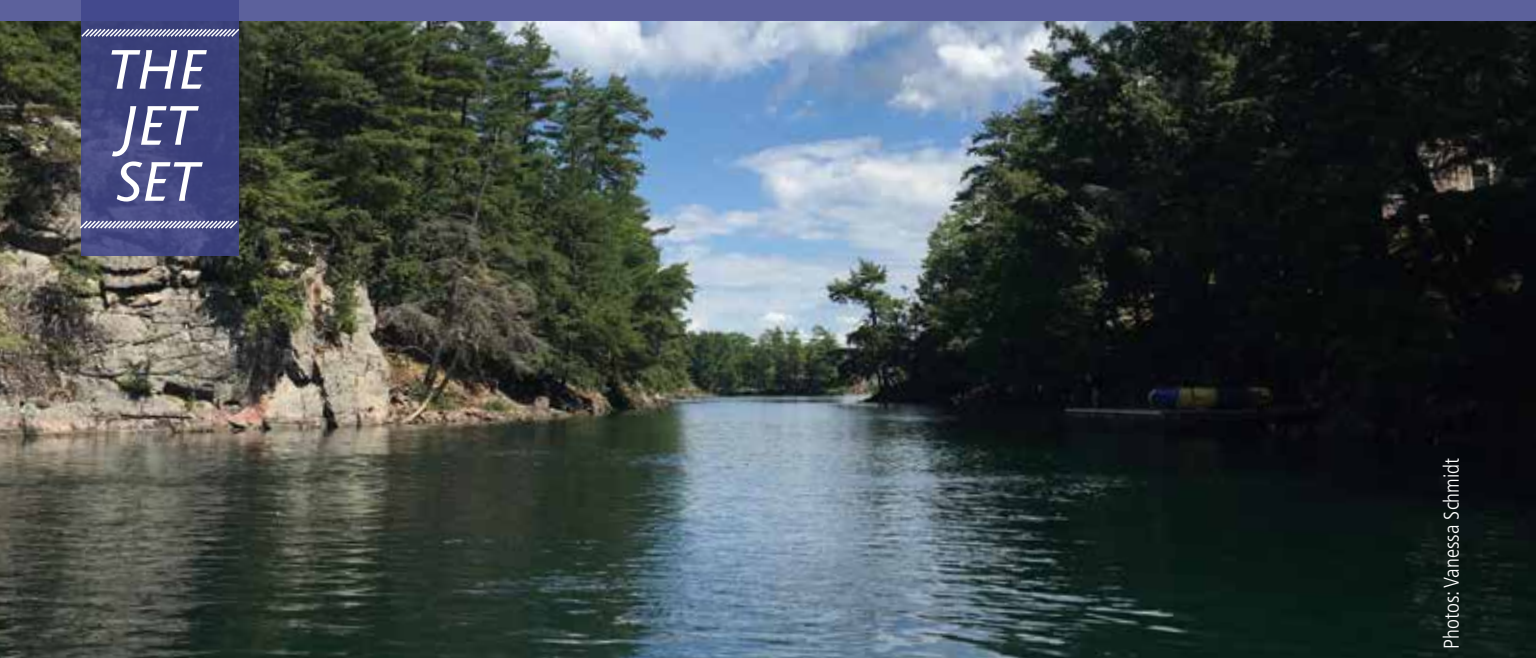
This year we added another video feature to our training video. It is a short promotional video that explains the RVCC

process and shows potential volunteers in real time what is involved. Our sincere thanks go to Jim and Gina Lee, Peterborough Squadron, who participated in this video.

We are also updating the training video for 2017. It will include the in-water RVCC check on a sailboat and a dry land check on a small fishing boat. It still only takes about 20 minutes to view and there is a down loadable Declaration to sign and send in to indicate that you have watched and understand the video. Simple, so why not check it out? Again, our thanks go to Jim and Gina Lee who showed how easy it is.

Here are the RVCC awards as announced at our National Conference and AGM in Vancouver during the last week of October:

- the Top Squadron who carried out 189 RVCCs was the Vancouver Squadron
- the Top District who carried out 326 RVCCs was the Rideau District
- the Most Improved Squadron was the Kingston Squadron who increased the number of RVCCs from 2015 by 161
- the Top Individual RVCC Volunteer was James C. White from the Port Alberni Squadron who carried out 117 RVCCs
- second Place went to Bob McGill, Kingston Squadron and
- third Place went to Bruce Harris, Britannia Squadron. Congratulations!



Photos: Vanessa Schmidt

Bradley Schmidt  
Markham Agincourt Power and Sail Squadron

In August of 2015 we celebrated our wedding anniversary aboard a tour boat from Kingston to Gananoque and back in the Thousand Islands. We were amazed how quickly the scenery went from wide open channels to very tight quarters. The well-practiced Captain made it look easy as we glided past granite outcroppings, islands, and cottages so close it felt like you could reach out and touch them. We made a pact that we would one day explore the area in our own boat.

A year later, in 2016, we piloted our trusty VW camper with the boat in tow to Ivy Lea Campground, a short trip from the 401 east of Gananoque, directly under the bridge to the USA. The campground is well managed and has many amazing sites, some of which are directly on the water. We launched the boat, left the trailer in the ample trailer parking lot, and got set up in short order. Despite not being directly on the water, our site had a lovely view and I never got tired of watching the steady stream of boat traffic buzzing under the bridge.

Once on the water it was immediately apparent how quickly a newbie could get lost. There is such stunning scenery at every turn – from rocks and trees to cottages and boats of all kinds – that a moments inattention can quickly ruin your day. Thankfully we had a chart and found it to be very detailed and easy to follow. We travelled from Ivy Lea to downtown Gananoque where there is a full service marina and a few docks for visitors. We tied up and went on a walking tour with our dog in tow. We found the locals to be very friendly and welcoming. We especially enjoyed the hospitality of the local craft brewery, where they even allowed the dog to join us on the patio and served her a fresh bowl of water! Afterwards the dog had a quick swim and we headed due East again towards the campground, this time staying out of the main channel, taking detours around the islands. There are a lot of popular anchorages here and we were happy to see a few CPS-ECP flags.

The next morning we were lucky enough to visit an island cottage near Ivy Lea for breakfast with friends. As long time

cottagers and boaters in the area, our friends opened up a chart and made some site-seeing suggestions. After saying our goodbyes we didn't waste any time getting to the International Rift – a narrow passage between Hill Island and Wellesley Island. It gets very narrow and shallow, so this trip is for smaller boats only, but it is well worth it. It's fun to be boating directly on the border, with Canada and the US separated in some places by only 20 feet! Once through the rift we headed south towards the US Waters of Alexandria Bay.

This is where the Boldt Castle is located. It is an amazing castle built by a millionaire in the early 1900s for his wife. However, she passed away before it was finished and eventually it became the tourist mecca it is today. It is a US territory, so Canadian visitors must go through US customs when they arrive on the island. Though we didn't tie up, there is ample docking space for visitors either in their own boats or on a tour boat.

Whether you go for the natural beauty, the national parks and mooring areas, or if you are just passing through on your way through the St Lawrence, the Thousand Islands has something for everyone. I'll be back again soon. I hope to see you there!





# District Commander Interview – Jim Lee



## “Good information needs to flow in both directions”

In the world of CPS-ECP there is an administration level above the Squadron which is called a District and there are currently seventeen Districts in Canada. Each one is composed of several Squadrons which share a similar geographical area. The Districts are also named to reflect their location so that each one has a unique and meaningful name.

This article is going to focus on one, the Quinte District, which encompasses seven local Squadrons in the south central Ontario region of the country and its newly minted District Commander is Jim Lee, [AP](#).

Jim became part of CPS-ECP eight years ago through the Peterborough Squadron and being new to the area at that time both Jim and his wife Gina were looking to get involved in the community and meeting up with people who had similar interests. Jim also commented that he is always looking to learn new things so the idea of joining an educational boating group was a perfect fit. Here he could learn new things and keep his mind active. Once a member, Jim was soon asked to join the Squadron Bridge and became its Membership Officer. As the years moved on Jim moved up the ladder and soon found himself the Squadron Commander which he quite enjoyed. However, the best thing about being part of the Squadron is the friends they have made, the socializing and the camaraderie, all of which made being part of the Peter-

borough Squadron something special for both.

As Squadron Commander Jim then became involved in the Quinte District and when his term of Commander was over he volunteered to take over the District Educational Officer position. During his tenure in this position the move was on to change the governance structure of CPS-ECP and in the Educational Department a new form of learning was being introduced, that being blended learning and the beginning of the online courses.

Now living in the town of Peterborough Jim finds that there is time to pursue his various other interests as well such as golfing, fishing, photography and slow pitch. The slow pitch baseball schedule means that twice a week in the warm weather a dedicated group of fifty-five year olds plus baseball enthusiasts gather together and play ball with a reasonable interpretation of the rules and everyone has a lot of fun. Jim's home is just a short distance from the water and with deeded access to a waterfront lot the docks go in each spring and soon up to sixteen boats are in the water and ready to go. Most of the boats are under eighteen feet in length and are used for fishing and day trips. Jim currently owns an eighteen foot Legend with a 75 hp Mercury outboard that he fishes from and uses to explore the local lakes, Chemong, Buckhorn and Pigeon. Pigeon Lake is often a destination in the warm summer months as there is a very well known ice cream cone stop that everyone likes!

This spring the then current Quinte District Commander, Graham Stewart, approached him and asked if he would be interested in becoming the next District Executive Officer with the view that in one or two more years he would then become Quinte's District Commander. Jim thought about this and then went back to Graham and said that he would prefer to skip

the Executive stint, and take on the responsibilities of Commander this year as it seemed to be a natural progression and felt it was the right time.

One thing both Jim and Gina enjoy is attending the CPS-ECP Fall Conferences. So far they have managed to attend five, with Halifax as the first. By attending each of these conferences Jim became much more aware of how the National level works and he has met a number of National people as well and now considers them as friends. This exposure also makes him feel that CPS-ECP is headed up by a dedicated team not only concerned about the present, but the future as well.

When I asked Jim about his plans for the Quinte District he replied, “I'm mostly interested in improving the communication lines between National and the Squadrons. Secondly I intend to improve the inter-squadron relationship to become a more unified group, by sharing instructors, courses and social events.” I then asked where he felt CPS-ECP was heading in the next few years and he said, “that's an excellent question and a crystal ball would sure come in handy!”. He then added, “I hope that we will continue to evolve and hopefully become more relevant to today's boaters, and we may become more of a social group rather than educational at the Squadron level. Time will tell.”

With his eyes cast forward Jim finds that being the District Commander is a very time consuming job so small efficiencies are certainly worthwhile. District meetings are important but the distances involved can be quite a challenge. This becomes even more so in the winter when the weather conditions are often not good and very unpredictable. Jim said “I enjoy the meetings and the people involved but I'm becoming a strong advocate for GoToMeeting, particularly on those snowy winter nights! And these virtual meetings do make sense and in a small group they can be very productive.”

Jim is also concerned that the National message should not be delivered as “National is doing this to us”, but rather the District Officers “should be a conduit of quality information that comes from National. This is the major part of a (District) officer’s job. We become cheerleaders in a sense, with quality information flowing in both directions.” On the information front Jim is also concerned that each Squadron has to realize that for the boating public the Squadron’s web-

site is a primary source of information and contact. So during the next few months each Squadron in the Quinte District will have its website reviewed by Jim to ensure that all the information there is up to date and relevant.

I then asked Jim what his vision for CPS-ECP and himself was for 2016 and he said, “My vision would be to successfully lead Quinte District through these changing times with a minimum of distress. I want to foster better communication between the

leadership and the troops on the front lines to create a feeling of unity. More “We”, instead of “Us” and “Them”.”

By R. John Garside, [AP](#)

## Squadron Commander Interview Bay of Quinte – Donny Maracle



**Squadron:** Bay of Quinte Power and Sail Squadron

**Location:** Bay of Quinte, Ontario

**Past Squadron Commander:** Donny Maracle, CN

**Warrant Issued:** 1954

**Membership:** 324

**Life Members:** 10

**Newsletter:** Yardarm

For this interview I decided to cast my net very locally and basically went across the bridge and met up with Donny Maracle the Squadron Commander of the Bay of Quinte Power and Sail Squadron. This is my first face-to-face interview so I was able to not only ask my regular questions but also observe Donny at work at his home which is located on the Bay of Quinte which flows into Lake Ontario.

Donny began his association with CPS-ECP back in 1984 with the then many weeks long Boating Course. When I asked him what attracted him to

taking a course he said, “My uncle had a boat and set off to the local Thousand Islands for a few weeks and invited me to come out too. Well, on my way out there things got a bit confusing as there were so many islands and there were no sign posts! It was obvious that I needed to know more about these charts and other things that were in the water.” So in 1984 Donny began his boating education and continued all the way through to celestial navigation. Now, on top of that, he also took the old Marine Maintenance Course. Being a bit of an expert himself in this field he soon found himself teaching not only the regular Boating Course and the more advanced courses but also this rather rare course offering as well.

Donny, being a long time boater, was always interested in the water and found that being involved with the teaching end of the Squadron exposed him to lots of interesting people. When I asked him what was the best part of being part of the Quinte Squadron he replied, “teaching the courses and meeting all the nice people!”. After being a proctor for a while Donny then became one of the Assistant Training Officers of the Squadron (now known as Assistant Educational Officers). Following that he moved into the Executive Officer position and then took on the Commander’s position several years later.

Donny has now been the Commander of Quinte for four years.

Presently the Quinte Bridge has twelve members with a few members holding more than one role. When I asked where their Bridge Meetings were held Donny chuckled and revealed that, “We hold them at the local funeral parlour actually, using one of the vacant visitation rooms”. These meetings are about two hours long and are held monthly from September through to the month of June.

Being on the water the Quinte Squadron has developed some very close ties with the local Bay of Quinte Yacht Club. Donny pointed out, “that we are all boat people so it is a natural that we should complement each other.” As a result each year there is a sailpast involving the Squadron and the yacht club with the yacht club’s commodore being present to take the salute.

In trying to give value to the members Donny emphasized that it was very important not only to teach relevant courses to the public and its members but also to involve the members in the various Squadron social activities. Donny feels that, “We have to give value to their membership and by providing more social events is certainly one way to do it”. So each month on the third Thursday there is a special Speakers Night and the turnout is always good.



Most of the Squadron's courses are taught at Loyalist College and Donny mentioned that this arrangement has been very good for both the Squadron and the College. One of the most popular courses is Marine Maintenance. In a recent class there was quite a number of female students and during the time between Christmas and New Year one of the class members organized a party for the whole class to attend. It was very well attended and a great boost for the many of the students to find out that CPS-ECP had more than just a teaching element to it. In fact at

a recent gathering Donny found out from another Marine Maintenance class member that the confidence that she gained from taking Donny's course allowed her to successfully tackle a major repair to her washing machine!

When I asked Donny about his vision for his Squadron for the coming year he replied, "I want to add value to our membership, by providing worthwhile social activities where you can come out and meet new friends and socialize in a relaxed atmosphere. By doing this I feel we can have a sustaining membership and those people will

in turn have an interest in CPS-ECP." Donny would also like to enhance the relationship with other local boating groups. "I would love to get the Red Cross people involved with our members as the Red Cross has a great deal to offer and by our Squadron reaching out to all types of boaters, fishermen, canoeists, kayakers and other users of the water they can be part of our growing group too".

By R. John Garside, AP

## Sea Salt Galley Kat's SHRIMP AND SWEET POTATO CURRY

### INGREDIENTS:

- 1 large sweet potato, peeled and chopped into 1" cubes
- 1 tbsp cooking oil
- 1 tsp lemon grass paste (Gourmet Garden found at most large food markets, optional)
- 3 garlic cloves, minced
- 2 cans coconut milk
- ½ cup Massaman curry
- 1 tbsp red curry paste
- 1 lb of uncooked cleaned shrimp, shells and tails removed (about 2 cups)
- ½ cup crushed cashews or peanuts with extra to garnish
- cooked jasmine rice for serving
- plain Greek yogurt
- lime wedge

### PREPARATION:

1. In a saucepan or wok heat oil and sauté sweet potatoes until lightly toasted.
2. Stir in garlic and lemon grass paste and mix thoroughly with potatoes.
3. Add one can of coconut milk and simmer until potatoes are tender.
4. Stir in the curries and remaining can of coconut milk and mix well.
5. Add shrimp and cook until pink.
6. Add crushed cashews, reduce heat and simmer until sauce begins to thicken.
7. Spoon portions over jasmine rice,



sprinkle with extra cashews and serve with plain yogurt and lime wedge on the side.

Serves: 4 servings

Katherine Haslam, S  
Montreal Power and Sail Squadron  
<http://www.seasaltgalleykat.com/asian/shrimp-and-sweet-potato-curry/>

# NOT KEEPING WATCH: LESSONS FROM THE COSTA CONCORDIA

André Dubois, AP  
Kingston Power and Sail Squadron



*As boating accidents continue to occur, a mandate for improved training and education is paramount, and CPS-ECP education for boaters continues to be an earnest and rewarding vocation.*

One of the most important things that CPS-ECP teaches you is how to keep watch and navigate safely so that you can enjoy your boat and be prepared for the rigours of life afloat. Your passengers and crew entrust their safety to your keeping a proper watch. Other nearby boats trust that you are keeping a proper watch because a failure to do so has the potential to harm persons and property. The vast majority of watches are kept properly, but marine incidents do occur with boats of all sizes. One stunning and senseless tragedy occurred a few years ago: that of the *Costa Concordia*.

The cruise ship, *Costa Concordia*, grounded on charted rocks off the Italian island of Giglio on January 13, 2012. The ship crashed into a submerged rock, ran aground and capsized in dangerous seas. The disaster took the lives of 32 people and many more were injured. With 4,200 passengers and crew, the *Costa Concordia* was the largest Italian cruise ship owned by Carnival, the world's largest cruise ship operator. As the ship collided with the rock, a tear in the hull caused the flooding of five watertight compartments. The tear irreversibly compromised the safety of the ship, its stability and, ultimately, its survival. The 114,000-ton *Costa Concordia* became the most expensive shipwreck in history, valued at \$530 million USD.

The master who was conning the vessel wanted to pass close to Giglio as a treat to passengers and a favour to a crew member. He deliberately sailed the cruise ship dangerously close to shore just to show off. Witnesses claimed that the

master was distracted from his watchkeeping and navigational duties by conversations with his girlfriend and other non-operational guests on the bridge at the moment of impact. He also held a telephone conversation just a minute before the crash. The master was criticized in court for his lack of prudence and for delaying the evacuation, thereby losing valuable time before the ship began to list severely, which caused deaths and rendered much of the lifesaving equipment useless. Once grounded, the master abandoned the scene of the disaster and left passengers to scramble to safety on their own.

In the marine investigation that followed the grounding, casual watchkeeping, faulty bridge procedures, and a dysfunctional bridge team were cited as the main causes that led to the accident. It was incredible that a modern ship equipped with sophisticated electronics, operated by a supposedly competent crew, and travelling in good weather would suffer such a fate. Negligent watchkeeping led to totally wrong decisions.

Watchkeeping duties vary depending on the function, size, weather conditions and operation of the vessel, although there are some basic variations on how to keep a proper watch, and all involve training, knowledge, skill, and attention to detail. On the other hand, there are innumerable ways for not keeping the watch properly - in recreational boating, we all too frequently see instances of individuals keeping the watch without the necessary skill to meaningfully navigate safely in our waterways.

Conventional watchkeeping is similar to the modern concept of situational awareness on boats that CPS-ECP teaches. Both methods relate to the ability to maintain on the Bridge

a clear picture of the current situation at sea together with a broad overview of anticipated events. They both involve the gathering of information from the integration of a wide variety of sources (visual, printed texts, nautical charts, GPS, Notice to Mariners, nav aids, etc.). They also relate to properly interpreting this information, and the ability to determine what is crucial for safe navigation. Yet another factor to consider is the impact on watchkeeping from electronic navigation instruments and advances in marine technology. The real time display of satellite position, heading, course, bearing, radar distances and speed of the vessel, relieve the watchkeeper from the time-consuming (and error liable) process of manual (traditional) navigation, and allows more time on the critical task of lookout.

In the case of the Italian ship, the watchkeeping errors ranged from a failure to use proper cartography, a rash manoeuvre, a lack of route monitoring, language barriers among the crew, and the unconventional behavior of the master. Eight of the most critical mistakes are shown in the accompanying figure below. The bottom line is that these mistakes are not boat-size specific and could occur to any vessel on the water. They reveal significant weaknesses in the training of professional ship officers but may equally apply to recreational boaters.

### **Eight Watchkeeping Mistakes that Led to the Costa Concordia Disaster**

1. The master's decision to pass dangerously close to the Island of Giglio;
2. Flawed route plan and unsuitable cartography;
3. Inadequate route monitoring with the ship's navigation system and radar;
4. Inadequate teamwork procedures during the critical moments, and no speed reduction;

5. Distractions on the bridge during the approach to Giglio from mobile telephones, ambiguity with language problems, and the presence of guests on the bridge;
6. The captain's unconventional leadership, solo operation and reckless behaviour;
7. Passive watchkeeping officers, and the abdication of duty and responsibilities;
8. The captain's flawed execution of the final turn and unsafe navigation close to shore.

The Costa Concordia disaster raised serious alarms in the ship industry about safety. This accident occurred despite more than 100 years of regulatory and technological progress in maritime development. It certainly left a legacy in its wake that will change the course of an entire cruise ship industry. I conclude with the observation that a combination of poor watchkeeping, lax procedures on the bridge and inadequate training in advanced marine technology such as radar, is a very dangerous mix.

Proper watchkeeping for recreational boaters is so common that it does not attract special attention and is seldom taught as a separate and recognized chapter in CPS-ECP training. Maybe that situation needs to be rectified and there should be more emphasis placed on adequate training for anyone keeping watch and responsible for safe passage. Trips at sea entail great responsibility for the watchkeeper, and mistakes are unforgiving.

André Dubois is a member of the Kingston Power and Sail Squadron and a past District Commander for Rideau. His research on the Costa Concordia disaster relates to what CPS-ECP does and teaches. He has given a talk on this subject to several CPS-ECP and USPS squadrons. Squadrons interested in the talk can contact him at Kingston Squadron.

## **Who are we?** By R. John Garside, AP

CPS-ECP is an organization made up of 147 Squadrons, 17 Districts and almost 20,000 Members spread all across our nation. Each Squadron is unique in its makeup and is also part of the national network of Districts.

So have a look at your CPS-ECP Membership Card and there you will find your Squadron's name listed just under your own name and I invite you to explore the alphabetical Squadron and District listing below to see the size of your family!

(Note that Life Members have earned 20 or more Merit Marks.)

| Squadron Name     | Members | Life Members | Total Members |
|-------------------|---------|--------------|---------------|
| Abegweit          | 15      | 1            | 16            |
| Ajax              | 57      | 3            | 60            |
| Alderney          | 99      | 5            | 104           |
| Alouette          | 91      | 4            | 95            |
| Ashbridge's Bay   | 140     | 6            | 146           |
| Avalon            | 105     | 2            | 107           |
| Baie des Chaleurs | 22      | 0            | 22            |
| Ballenas          | 55      | 4            | 59            |
| Barrie            | 195     | 4            | 199           |

| Squadron Name    | Members | Life Members | Total Members |
|------------------|---------|--------------|---------------|
| Bay of Quinte    | 261     | 12           | 273           |
| Beloeil          | 94      | 2            | 96            |
| Blue Heron       | 66      | 1            | 67            |
| Blue Mountain    | 92      | 5            | 97            |
| Bluenose         | 52      | 3            | 55            |
| Bracebridge      | 46      | 5            | 51            |
| Brant            | 91      | 6            | 97            |
| Brentwood Bay    | 101     | 5            | 106           |
| Britannia Rideau | 157     | 12           | 169           |



| Squadron Name         | Members | Life Members | Total Members |
|-----------------------|---------|--------------|---------------|
| Brockville            | 100     | 9            | 109           |
| Burlington            | 165     | 1            | 166           |
| Burnaby               | 116     | 20           | 136           |
| Calgary               | 193     | 5            | 198           |
| Cambridge             | 74      | 9            | 83            |
| Cape Lazo             | 143     | 5            | 148           |
| Capilano              | 169     | 3            | 172           |
| Cariboo               | 20      | 0            | 20            |
| Champlain             | 19      | 1            | 20            |
| Coquitlam             | 98      | 12           | 110           |
| Cornwall              | 67      | 10           | 77            |
| Cowichan              | 189     | 11           | 200           |
| De la Chaudière       | 71      | 4            | 75            |
| De l'Outaouais        | 76      | 1            | 77            |
| Des Écluses           | 122     | 10           | 132           |
| Des Mille-Îles        | 63      | 1            | 64            |
| Des Trois Lacs        | 64      | 2            | 66            |
| Don Valley            | 81      | 14           | 95            |
| Edmonton              | 146     | 5            | 151           |
| Etobicoke             | 155     | 16           | 171           |
| Fort Erie             | 78      | 10           | 88            |
| Fort Saint-Jean       | 101     | 7            | 108           |
| Fraser                | 129     | 19           | 248           |
| Fredericton           | 100     | 5            | 105           |
| Frenchman's Bay       | 124     | 10           | 134           |
| Gabriola Island       | 61      | 2            | 63            |
| Goderich              | 71      | 5            | 76            |
| Guelph                | 96      | 7            | 103           |
| Halifax               | 225     | 4            | 229           |
| Hamilton              | 192     | 9            | 201           |
| Havre-Saint-Pierre    | 10      | 0            | 10            |
| Hochelaga             | 65      | 4            | 69            |
| Huntsville            | 28      | 1            | 29            |
| Jacques-Cartier       | 9       | 1            | 10            |
| Kawartha Lakes        | 56      | 3            | 59            |
| Kennebecasis          | 88      | 8            | 96            |
| Kincardine            | 45      | 3            | 48            |
| Kingston              | 138     | 13           | 251           |
| Kitchener-Waterloo    | 159     | 17           | 276           |
| Kootenay              | 28      | 4            | 32            |
| Lac Saint-François    | 52      | 4            | 56            |
| Lachine               | 115     | 4            | 119           |
| Lake of Two Mountains | 42      | 3            | 45            |
| Lake St. Louis        | 161     | 10           | 171           |
| Lakehead              | 84      | 4            | 88            |
| Lanaudière            | 121     | 7            | 128           |
| Langley               | 154     | 7            | 161           |
| Laval                 | 75      | 4            | 79            |

| Squadron Name     | Members | Life Members | Total Members |
|-------------------|---------|--------------|---------------|
| Le Marinier       | 95      | 1            | 96            |
| London            | 343     | 30           | 373           |
| Manicouagan       | 20      | 1            | 21            |
| Markham Agincourt | 117     | 7            | 124           |
| Midland           | 121     | 13           | 134           |
| Miramichi         | 36      | 5            | 41            |
| Montreal          | 89      | 9            | 98            |
| Mount Brenton     | 47      | 22           | 69            |
| Nanaimo           | 266     | 21           | 287           |
| Nanoose           | 136     | 4            | 140           |
| National          | 78      | 4            | 82            |
| Newmarket         | 221     | 7            | 228           |
| North Bay         | 82      | 5            | 87            |
| North Channel     | 22      | 1            | 23            |
| North Halton      | 162     | 11           | 173           |
| North York        | 95      | 7            | 102           |
| Norvan            | 169     | 7            | 176           |
| Oak Bay           | 45      | 10           | 55            |
| Oakville          | 131     | 8            | 139           |
| Okanagan          | 202     | 15           | 217           |
| Orangeville       | 61      | 0            | 61            |
| Orillia           | 173     | 18           | 191           |
| Oshawa            | 175     | 11           | 186           |
| Ottawa            | 269     | 19           | 288           |
| Owen Sound        | 102     | 5            | 107           |
| Parry Sound       | 59      | 4            | 63            |
| Pender Harbour    | 70      | 5            | 75            |
| Pender Island     | 44      | 6            | 50            |
| Penetanguishene   | 78      | 11           | 89            |
| Peterborough      | 164     | 9            | 173           |
| Port Alberni      | 31      | 6            | 37            |
| Port Colborne     | 35      | 6            | 41            |
| Port Credit       | 190     | 5            | 195           |
| Port Dalhousie    | 164     | 7            | 171           |
| Port Dover        | 105     | 11           | 116           |
| Port Elgin        | 56      | 3            | 59            |
| Port Moody        | 284     | 5            | 289           |
| Powell River      | 26      | 1            | 27            |
| Prince Edward     | 65      | 6            | 71            |
| Prince George     | 264     | 4            | 268           |
| Québec            | 157     | 9            | 166           |
| Quesnel           | 51      | 2            | 53            |
| Rabaska           | 59      | 2            | 61            |
| RCAF Trenton      | 71      | 7            | 78            |
| Richelieu         | 74      | 11           | 85            |
| Richmond Hill     | 112     | 8            | 120           |
| Ripple Rock       | 131     | 6            | 137           |
| Rivière-du-Loup   | 36      | 4            | 40            |

| Squadron Name           | Members | Life Members | Total Members |
|-------------------------|---------|--------------|---------------|
| Royal City              | 99      | 4            | 103           |
| Saanich Peninsula       | 117     | 5            | 122           |
| Saguenay–Lac-Saint-Jean | 131     | 0            | 131           |
| Saltspring Island       | 58      | 1            | 59            |
| Sarnia                  | 107     | 7            | 114           |
| Saskatchewan            | 40      | 0            | 40            |
| Saugeen                 | 24      | 2            | 26            |
| Sault Ste Marie         | 80      | 7            | 87            |
| Sept-Îles               | 43      | 6            | 49            |
| Seymour                 | 171     | 5            | 176           |
| Shediac                 | 105     | 4            | 109           |
| Saint-André             | 30      | 4            | 34            |
| Stratford               | 64      | 2            | 66            |
| Sudbury                 | 152     | 5            | 157           |
| Sunshine Coast          | 150     | 4            | 154           |
| Superior North Shore    | 43      | 1            | 44            |
| Terrace                 | 36      | 0            | 36            |
| Tillsonburg             | 133     | 13           | 146           |
| Toronto                 | 211     | 14           | 215           |
| Tri-Town                | 43      | 2            | 45            |
| Trois-Rivières          | 163     | 12           | 175           |
| Valley                  | 141     | 10           | 151           |
| Vancouver               | 437     | 24           | 461           |
| Victoria                | 209     | 24           | 233           |
| Wallaceburg             | 65      | 7            | 72            |
| West Island             | 97      | 5            | 102           |
| White Rock              | 367     | 18           | 385           |
| Windsor                 | 299     | 14           | 313           |
| Winnipeg                | 70      | 6            | 76            |
| Yamaska – Orford        | 144     | 4            | 148           |

| District Name          | Members | Life Members | Total Members |
|------------------------|---------|--------------|---------------|
| Amiral                 | 488     | 20           | 508           |
| Atlantic               | 891     | 38           | 929           |
| Cartier                | 1,044   | 61           | 1,105         |
| Estuaire Saint-Laurent | 500     | 25           | 525           |
| Georgian Trent         | 886     | 64           | 950           |
| National               | 276     | 15           | 291           |
| Niagara                | 1259    | 83           | 1,342         |
| Pacific Mainland       | 3,117   | 153          | 3,270         |
| Quinte                 | 849     | 51           | 900           |
| Rideau                 | 831     | 63           | 894           |
| St. Lawrence           | 389     | 27           | 416           |
| Vancouver Is North     | 1,085   | 82           | 1,167         |
| Vancouver Is South     | 574     | 51           | 625           |
| Voyageur               | 512     | 30           | 542           |
| Western Can Inland     | 609     | 29           | 638           |
| Western Ontario        | 1,082   | 78           | 1,160         |
| York East              | 558     | 44           | 602           |
| York West              | 1,233   | 69           | 1,302         |
| District Total         | 16,183  | 983          | 17,166        |

## Where are we going?

By R. John Garside, AP

In my conversations with people in CPS-ECP there has been an increasing concern about finding adequate numbers of volunteers to populate the various Squadron and District Bridges and this fall a comprehensive report was presented on this issue by the Ad-Hoc Boundaries Committee.

The committee is chaired by P/C/C Mal Blann and has twelve members from across Canada. The committee has worked diligently for several months and released their findings in the Fall of 2016. All District Commanders were provided a copy of the report this fall in two forms, a Power-

Point presentation and a detailed written report which was submitted in June 2016 by the Chair of the Committee.

As many CPS-ECP members are unaware of this report and its concerns I have read through the report and outlined below are many of its key points.

### The Ad-Hoc Boundaries Report Goals:

- Determine if Squadrons and Districts are able to function under current structures
- If not, what structural changes are required

### Phase 1 – Fact Finding (Completed April, 2016)

#### Process – First gather data:

1. Detailed spreadsheet covering all Squadrons (147) and Districts
  - Officer positions and names
  - Signing officers
  - Number of voting members
  - Recent course completions
  - Financial status
2. Recently completed Squadron Survey

**Analysis Based on 4 key parameters:**

1. Size of Squadrons – minimum 50 members
2. Status of Executive Committees – minimum 3 persons / covering the essential 5 positions
3. Courses provided – minimum of 20 students over 2 years (not all ROC(M))
4. Financial position – minimum net worth to cover 2 years of losses

**Phase 1 Findings – Squadrons**

1. Number of members: 20 Squadrons have less than 50 members
2. Status of Executive Committees: 32 Squadrons have less than minimum 3 persons / for the 5 positions
3. Courses provided: 22 Squadrons have less than 20 students over 2 years
4. Financial position: 4 Squadrons with inadequate net worth

**Phase 1 Findings – Districts**

1. 8 Districts have a net worth of less than \$10 per member
2. Ages of District Officers:
  - 14% over age 75
  - 61% age 60 – 75
  - 25% under age 60

**Phase 2 – Recommendations**

1. Identify key specific problem
2. Goals to address problem
3. Recommendations to achieve goals

**Key Problem – Volunteer Workforce**

- Dwindling, aging, tiring volunteer base – many burnt out

**Specific Problem**

- Existing Volunteer base is inadequate to maintain/pursue
- Membership
- Marketing
- Education
- Administration
- Etc., etc.

**Goals to address the problems:**

- Maintain/increase service levels to all areas including remote/isolated areas
- Remember why we exist

- recall our vision, our mission and our long time values
- Use new technologies
- Reduce Volunteer requirements
- Remove duplication via consolidation/centralization of some functions
- Reduce requirements at the local level
- Centralization at the District level or between Squadrons
- Available but not mandatory
  - viable Squadrons may retain independence/individuality
  - avoid unnecessary layers of work
  - important Considerations
  - take care not to overload certain volunteers
  - standardized solution not required.
  - offer options

**Recommendations**

- Important Notes:
  - treat recommendations as options.
  - viable Squadrons may choose to remain as is
  - recommendations are proposals only at this point (September 2016)

**Recommendations of the Committee**

1. Continue mergers/amalgamations/dissolutions as appropriate
  - consider opportunity to assist survival in short term with necessary support
  - if not viable, give Members the options
  - reinstate and promote the Squadron Support Program
2. Consider geographical adjustments
  - especially when and where mergers/amalgamations and consolidation/centralization are involved
3. Centralize Education
  - Could include any or all of:
    - Administration (education)
    - Coordination of courses amongst Squadrons
    - Centralized course delivery
  - Voluntary for Squadrons on “opt-in” basis
  - Consider revenue/expense sharing

- Tie in with number 4?
4. Centralize Administration
    - Could be with District or companion Squadrons
    - Also offer an “opt-in” basis. Subsequent “opt-out”
    - Consider revenue/expense sharing
    - Consolidation of finances must be simple and approved by affected parties
  5. Formalize a National District and/or Squadron which offers service isolated Squadrons and orphan Members

**Now What?**

1. This report and recommendations were presented to the Board of Directors at the October 2016 AGM. A motion confirmed that this is the path for at-risk Squadrons and Districts to move forward
2. St. Lawrence District has pilot program underway
3. Feedback to Boundaries Committee, Board Members and District Executive welcomed

If you would like to provide feedback or have further questions about this report, contact your Squadron or District Commander via the CPS-ECP National Website.

I will also be running a follow up article on this issue in our Spring 2017 edition of the Port Hole which will explore the path the Committee and the Board of Directors are taking on this very important issue.





## Supporting a Good Cause The Vancouver Maritime Museum

By R. John Garside, [AP](#)

While visiting Vancouver for the CPS-ECP Fall Conference I took time out on my free Thursday to walk from the Conference Centre to the Vancouver Maritime Museum where the famous Canadian ship the *St. Roch* is housed.

Built in 1928 the *St. Roch* was to become the RCMP patrol boat for the Canadian Arctic operating out of the port of Vancouver. So for many years it did just that until the hostilities of 1939 began. The Canadian Parliament being concerned about its Arctic sovereignty decided that this vessel should travel through the Arctic on a secret reconnaissance mission and then make for Halifax on the east coast. As a result the *St. Roch* and her crew under the command of Henry Larson completed the first west to east passage of the North West Passage. Then in 1944, after an extensive refit in Halifax a return trip was ordered to Vancouver which saw Larson and his vessel complete another passage. Eventually the *St. Roch* was retired in Vancouver in the mid 1950s and a special 'A' frame building was eventually constructed to

house it. This building along with several more became the present Vancouver Maritime Museum.

The vessel is on display along with many other fascinating Arctic stories and artifacts from the past. In the late 1990s a major restoration project was launched to preserve the vessel and to repair the old 'A' Frame structure which houses the *St. Roch*. Having read about the *St. Roch* and now being able to walk on its decks again I was pleased to find a very good book available at the museum called *Arctic Workhorse* by James P. Delgado. It is a fine collection of photos, facts and tells the story of our famous vessel and our rather remote and interesting Arctic.

The Vancouver Marine Museum is certainly worth a visit and there is plenty of free parking. So if you find yourself in Vancouver do drop by as you can actually walk on the ship's famous decks and see how Larson and his crew lived and carried out their task of Arctic exploration over seventy years ago.

# New Recent Reads Book Reviews

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



## The Beating Napoleon

Author: David Adams

Pages: 428

Published: 2012

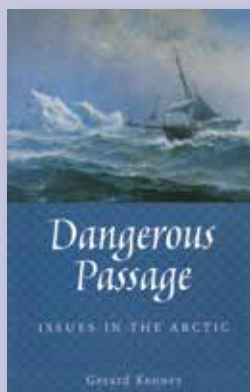
Publisher: Abacus

ISBN: 978-349-14166-4

From the year 1789 to 1815 England was engaged in a long term conflict with the French. Though not always at war, often the tension was high and war was just around the corner. This historical period is often looked at through the battles and treaties that came about, but in this book, the author goes beyond that to paint a picture of the world at that time and how the conflict evolved politically and the resulting consequences.

Many of you will be familiar with the plot and how the English were constantly trying to do something about Napoleon's ambitions and actions. This book takes you far deeper than most general history books and looks into the various political backgrounds of the strange alliances that were generated to hold Napoleon in check. Not all of them were successful of course, but a few did work.

The author paints a very good picture of the times and lets you see both sides as they manoeuvre their forces and trade embargos across the European landscape and the resulting worldwide consequences. This is certainly, in many respects, the first global conflict involving two superpowers and the long drama is not always one sided. So if you are a fan of Napoleonic times this book will keep you very engaged.



## Dangerous Passage – Issues in the Arctic

Author: Gerard Kenney

Pages: 211

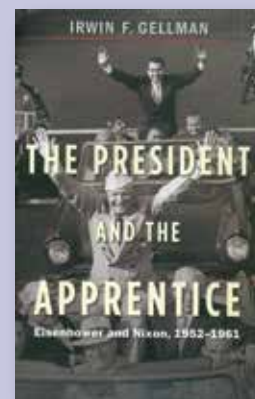
Published: 2006

Publisher: Natural Heritage Books - Toronto

ISBN: 1-897045-13-1

The North West Passage has been a quest for many nations and people for years and prior to 1905 the passage was untravelled and incomplete. There had been several famous attempts, including Franklin's ill-fated attempt in the mid 1800s but the land surrounding the passage and the passage itself was cloaked in secrecy. However, in 1906 a Norwegian, Roald Amundsen leads the first successful passage and in doing so learns many key elements about cold weather living which will serve him well when he travels to the South Pole in 1911.

In this book the author presents us with three broad chapters, two dealing with traveling through the passage, one by Amundsen and on other by Henry Larsen and his vessel the St Roch, and the third chapter deals with Canadian Sovereignty in the Arctic. Each chapter of the book is filled with fascinating stories and facts and you can feel the cold in each page as the crews of both ships huddle down for the winter or face another Arctic storm. The last chapter concerning sovereignty is also very thought-provoking as the Arctic is now not as ice bound as it once was and with the increase in shipping traffic in recent years the question "Who does own the Arctic" becomes more important to address than ever. Kenney's book is well researched delivering a good and informative read as well as being very thought-provoking, calling on us Canadians to take Arctic action, while we can.



## The President and the Apprentice

Author: Lauren Scheuer

Pages: 243

Published: 2013

Publisher: Atria Books

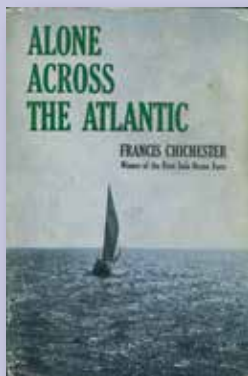
ISBN: 978-1-4516-9870-1

In the summer of 1956 I was only five years old but had taken to reading the daily paper *The Toronto Telegram* which was delivered each day to my parents' doorstep. The front page had a distinctive faded pink colour which was the trademark of the paper. That summer the first article appeared concerning the upcoming US election and featured a picture of the current Vice President Richard Nixon. I read the article and then for the next forty years carefully followed his career ups and downs. So when I saw this recent publication at my local bookstore I gladly bought it.

Though Nixon has been much maligned by the Watergate Affair and other things, I found that the author had crafted his volume regarding Nixon very well. Using extensive libraries and historical tapes he paints a very good picture of the US administration from 1952 to 1960. What comes out in the book is the rather aloof attitude of President Eisenhower, who though he is the president, is really not a politician but a reclusive five star general and runs the White House as such. As a result Nixon is often called upon to be the party flag waver and world traveller which he gladly accepts. Nixon's dedication to getting it right the first time is carefully chronicled by the author and each chapter explores not only what was said and reported about the president and Nixon but also what really happened! The current issues of the day are explored and explained which makes this book so interesting as many of the Cold War decisions made then are still with us today.

# Readable Relics Book Reviews

Reviewed by: R. John Garside AP



## **Alone Across the Atlantic**

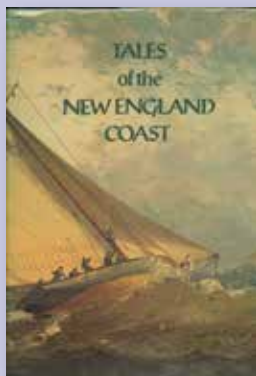
Author: Francis Chichester

Pages: 238

First Published: 1961

Publisher: Doubleday & Company New York

Library of Congress Number: 61-9489



## **Tales of the New England Coast**

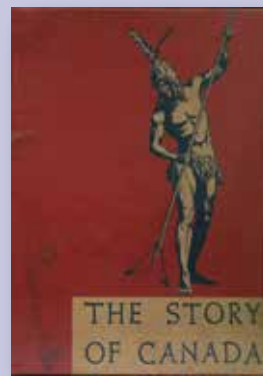
Compiled by: Frank Oppel

Pages: 472

First Published: 1985

Publisher: Castle

ISBN: 0-89009-873-5



## **The Story of Canada**

Author: George Brown, Eleanor Harman & Marsh Jeanneret

Pages: 433

First Published: 1950

Publisher: Copp Clark

ISBN: N/A

In the summer of 1960 I remember reading a short article about the winner of the first solo Trans-Atlantic race from England to New York. Several years later the winner, Francis Chichester, made history sailing around the world alone in his vessel Gypsy Moth IV and was featured in an article in the National Geographic which I subscribed to. So when I came across this book at my local used bookstore it came home with me.

Many of his sea exploits may be well known to you, but what I found out in reading every one of the book's pages was that sailing was only one of his many interests. One of the first pages outlines his career and in 1929 he was only the second person to fly solo to Australia from New Zealand and in 1931 was the first person to fly a seaplane from New Zealand to Japan! Needless to say navigation was his strong suit and in his description of the 1960 race this definitely comes to the forefront.

In addition to the trials of the sea he also has to deal with the unending task of handling his vessel's sails, rudder and course all on his own and without many of today's handy sailing helpmates or GPS. The book is very interesting and takes you day by day across the Atlantic and you can even feel the wetness and see the fog. So if you are inclined to sail alone and want to know some of the finer points this book will certainly provide you a boat load or two.

The influence of the sea is very pronounced on those that live by the seashore. In the New England part of the United States this has been the case since the arrival of the Mayflower in 1620. The new settlers took to the land in earnest but never turned their backs on the sea for it offered a treasure trove of products and trade routes for their goods.

This book is a very interesting collection of short stories and articles about the New England people and how they adapted to their new environment. The compiler, Frank Oppel, cast his net as far back as 1884 and collected a series of articles and stories dealing with the concerns of the New English people at the turn of the last century. There are descriptions of places, early yachting events and fishing adventures and some very unusual chapters dealing with a "1902 torpedo station" and the "odd folk" of the area.

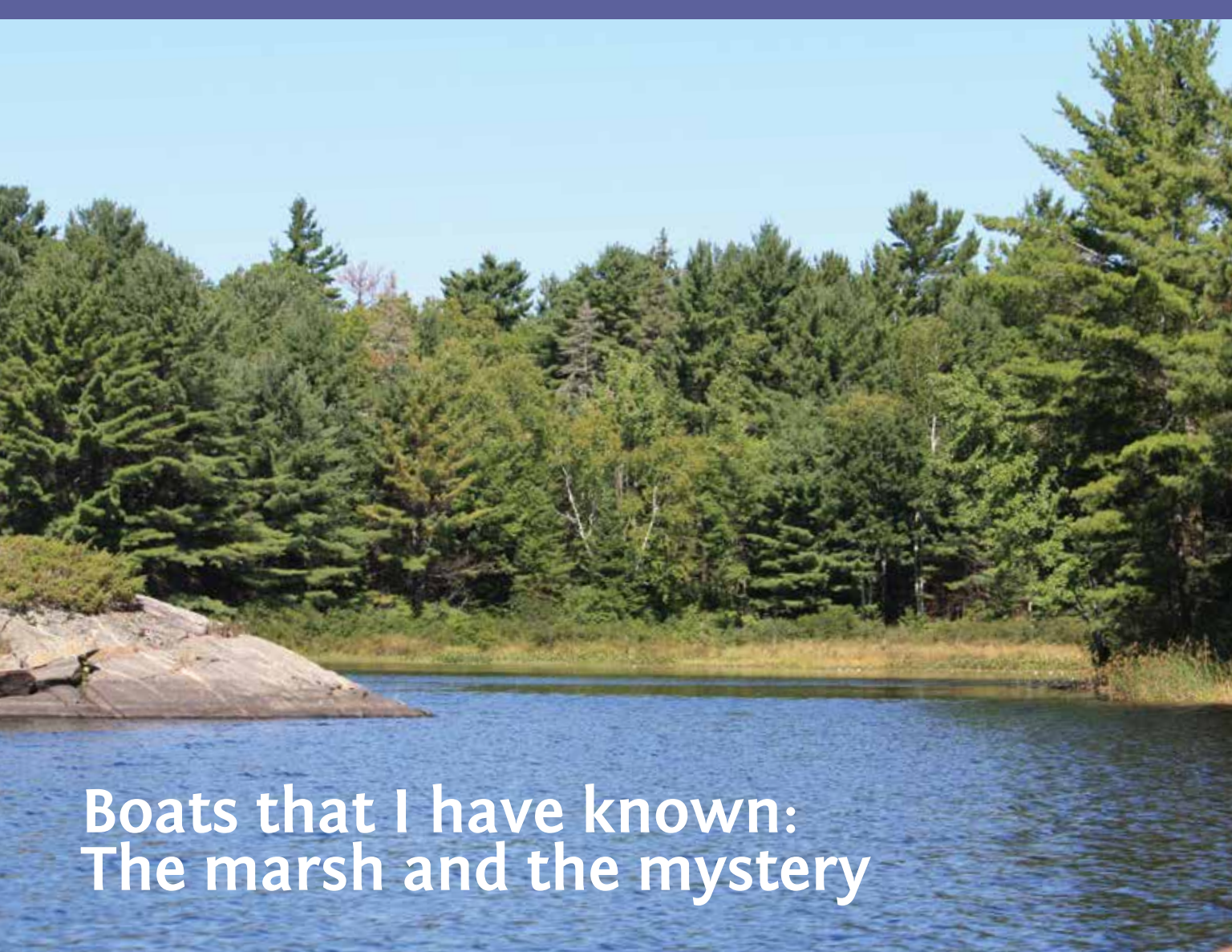
Each chapter takes one back to the early 1900s and explores the world through the eyes of a New Englander and not only addresses what is happening in the present at sea, but also what has happened and will happen in the future. For those of you interested in this part of the United States this book will provide some interesting insights into the life of the New Englander and how the world looked to them in the early 1900s.

This year marks the 150th anniversary of our nation's confederation and to celebrate it I thought it would be a good idea to read something from the past about the founding and history of our nation. So when I happened to come across this book in the discard pile I picked it up and noticed its age and thought this could be just the ticket!

So I began reading and the book took me back to my public school days of learning the basics of Canadian and North American history. The book was written by the authors to illustrate the history of Canada, not by listing a lot of dates and places, but by telling a series of linked stories about the past. The book begins with the arrival of the Europeans and carefully tells the story of each person or group involved. One has to keep in mind that the book was written in the late 1940s so some of the facts are not quite accurate but overall the storyline, though familiar, does take you on some interesting side trips across the country.

In many ways the book is a series of short stories written to make Canadian history entertaining and interesting and I found that as I read each chapter the story of Canada came out as very interesting and our history is much more than a collection of dates, small battles, and acts of parliament. Canada is a very interesting collection of many people doing many different things.





# Boats that I have known: The marsh and the mystery

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

I was sitting at the bow of the boat facing my grandfather who was carefully seated in the centre seat facing the stern, and we were now free of the dock and the sound and the sights of the river were closer than ever. In fact now we were several feet from the dock and Grandfather, having pushed us away from the dock, was using the two oars to move the boat around. The magic had begun! By placing his oars in the water and drawing one forward and one backwards he was able to spin our boat around so that the bow of the boat was now facing out into the river.

Grandfather then arrested the spin by moving the oars in the opposite direction and then, with me carefully sitting in the bow, he dipped the oars into the river's water and with a fascinating stroke propelled the boat out into the river. We were now not only afloat but moving across the river towards the marsh on the far side. I was now facing the shore and was watching this rowing activity for the very first time. Grandfather then began explaining the action of rowing to me.

"You row, not with your arms, but with your back and legs," he said. As he was explaining this he pointed out that his legs were braced up against a board on the floor of the boat and he used that as a brace to place his feet against and then, by pulling on the oars using only his legs and back, the boat moved through the water. He illustrated this move several times to me and I found it most fascinating. We had now moved out into the centre of the river and had joined a group of seagulls and ducks. Each of the birds were bobbing up and down on the small waves just like our boat!

Grandfather continued his lessons on rowing showing me that by applying an equal pull on each oar the boat would continue to move through the water in a straight line away from the dock and towards the marsh. His regular rowing motion was very hypnotic for me and I eagerly wanted to try this thing called "rowing" but soon realized that I was a bit too small and then asked when would I be old enough to row?

With a smile on his face he said, "Today," and quickly added, "Once we reach the other side of the river." Great excitement ran through me as now I too would be not only able to bail out our boat but also to row it as well!

Grandfather then suggested that I turn in my seat so that I could see out over the bow to where we were heading. So I carefully moved myself the 180 degrees around and faced the bow. The marsh was now much closer and I could see that unlike the shoreline we had just left, this side of the river looked very wild. There were lots of tall blades of grass and what seemed to be small pathways of water between them. I asked Grandfather about the tall grass and asked him what kind it was as I had never seen anything so tall, green and afloat!

"Why these are called bulrushes," he said, "This is what makes up most of the marsh." Looking carefully at the mass of green I noticed that some of the grass had long stems with small brown cylinder-like flowers on them.

"What are those?" I asked pointing to them.

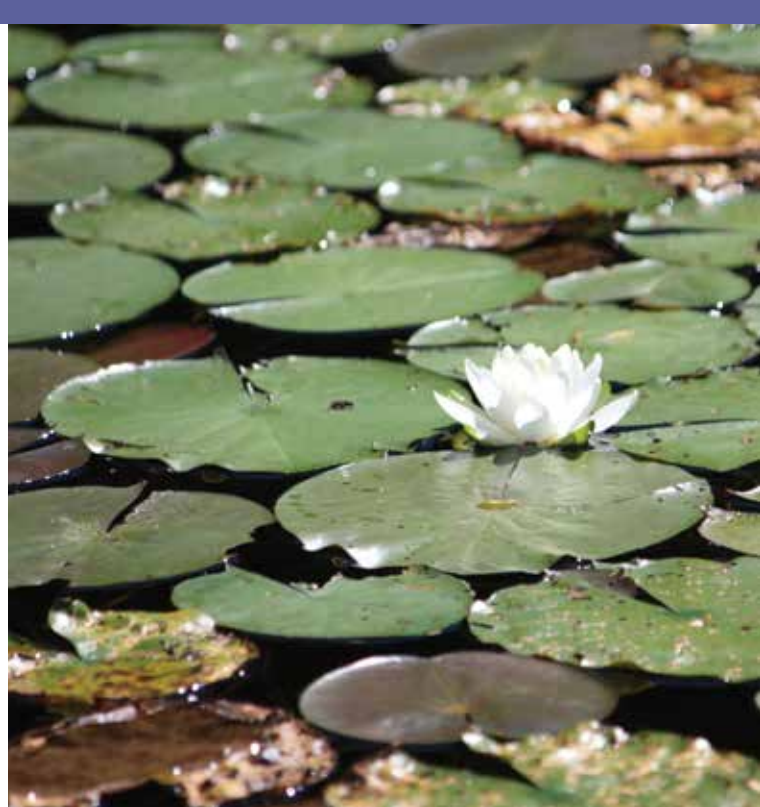
"Those are bulrushes too, sort of the flower of the plant," explained Grandfather. He went on to explain further that in the fall the bulrush would break up and just like a dandelion the seeds would be blown away by the wind. It sounded all quite amazing as these rushes looked so tall and firm and not anything like a dandelion to me.

By this time we were now very close to the marsh and the bulrushes so Grandfather then manoeuvred the boat right into a patch of them. This came as quite a surprise to me. The boat moved into the marsh plants and easily pushed them aside. The sound of the plants brushing against the side of the boat made a very pleasant sound. Then the boat stopped. Grandfather had stopped rowing. He turned around in his seat and faced me.

By this time I too had rotated in my seat and was looking at him and the surrounding plants. Grandfather then reached up and pulled one of the marsh plants stalks into the boat. "Feel this," he said. I carefully placed my hand on the long green grass leaf and was surprised at how smooth it was and that it was quite thick as well. We looked at several of these grass leaves and each one of them was ever so green and smooth. Then Grandfather pulled one of the bulrush flowers into the boat and I carefully touched it. It felt fuzzy, but hard too. This brown coloured marsh flower did not look like a rose or a dandelion to me but it certainly was fascinating.

So after looking and touching and smelling several of these brown stalk flowers we took our seats again and Grandfather used the oars to push us out of the marsh plants, back into the river. He said, "Just over there where the marsh plants break apart is a channel, and I know the fishing is good there." So with care and determined strokes Grandfather propelled the boat towards the break in the marsh plants.

We were soon moving into the desired channel which was not very wide but wide enough to allow our boat and the oars to move through without any interference from the marsh plants. The bulrushes seemed to be extra high here and the channel continued to stretch out before us in-



viting us in. I was now facing the bow and carefully looking to each side of the boat amazed at how tall the rushes were and how the breeze moving through the reeds made a soft and gentle sound. It was so peaceful!

The channel then began to narrow and I just happened to look down into the water. I was amazed at what I saw. There below the boat was a whole forest of plants, not at all like the tall rushes that marked the sides of the channel, but something that looked so delicate, so green and living under the water! It was fascinating. Grandfather continued to row us down this magical avenue when suddenly out of the depths a new vision loomed into my view.

This was not a bulrush, or a plant, not even a fish or a turtle but something that looked very much out of place. It was an old wood burning stove! Just like the one that lived in the rented cottage across the river where we were all staying.

"Grandfather, look at this!" I cried.

"What is it?" he asked.

"Well, it looks like the stove at the cottage, but it's under our boat!"

"Wonderful!" he exclaimed, "We have found it!"

"Found what?" I asked, still peering over the side of the boat.

Next: "The Mystery Explained"



# CPS-ECP AGM and Conference

## October 25-30, 2016

Every fall I look forward to attending the CPS-ECP Conference which this year was held in the beautiful city of Vancouver. For many of you the West Coast of British Columbia is home, but for those of us from Ontario it is quite exotic. From the weather to the scenery everything is so different, flowers in late October are just not the norm and on a clear day the mountains are quite impressive.

At each Conference I look forward to meeting old friends and checking into the heart beat of our organization. I find that the Friday morning session with the Squadron Commanders is always revealing and this year having a double session both in the morning and afternoon was very beneficial for all. Then with the various presentations and seminars I also get to see in which direction we are heading in marketing, membership and the courses. This conference, like many in the past, shows that we as an organization are continuing to evolve and continue to be the best source for boating safety.

The Friday night theme dinner is always entertaining and this year was no exception. Over the years many themes have been explored from pirates to the RMS Titanic so this year's focus on explorers was most amusing as the costumes certainly showed that many people would really like to do a lot more exploring! I myself spent a fair amount of time this summer exploring the province of British Columbia and by visiting many museums and local historical points of interest came away with a much better appreciation of the province's history and the unique place it occupies in the North American landscape.

The formal Saturday AGM is also entertaining as though there are all of the regular reports that are provided there are also some lighter moments as well! Beginning with the Squadron role call where our National Secretary carefully reads out all 147 Squadron names and waits for a response, some are quite unique. Then each year our faithful Law Officer manages to wow us again with his dry humour and files another "no report". However, one of the most interesting parts of the AGM for me is the presentations of the special awards. Here we get to see and applaud all those very dedicated Members who have spent a great deal of time and energy in helping our ship. In particular I was very pleased to see that P/C/C Doreen Hinksman received the Joseph Gattfield Leadership Award. Doreen has been a very dedicated CPS-ECP Member and is always able to find time in her busy schedule for one more committee or a special assignment.

Then the Saturday night formal dinner ends the weekend for many but also ushers in a new year for CPS-ECP, a year of promise and progress on many fronts.

By: R. John Garside, AP Photography by: Don Butt, AP



From left to right: Doug Stewart, Deb and Howard Sures, Marguerite Berry, Simo Korpisto, Clark Berry and Joyce Stewart.



Sail boat races.



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Explorers of the West Coast MC, Roger Middleton, AP, (AKA Captain Vancouver) and Amanda Young.



Chief's Aides and ushers for the C/C Gala Dinner.



Early morning Chief Commander's walk.





## Board of Directors and Executive Committee for 2016-2017

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

### 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

Peter Bolton, SN, 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. A Chief Commander's Citation was presented to: Sarah-Jane Raine, S.

### 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. Chief Commander's Letters of Commendation were presented to:

Marilyn McBeath, Capilano Squadron, Pacific Mainland District

Carolyn Reid, SN, Frenchmen's Bay Squadron, York East District

Jim Smith, Saskatchewan Squadron, Western Canada Inland District

Kathleen Vanderwood, P, and Paul Vanderwood, P, Fraser Squadron, Pacific Mainland District (pictured right).



### 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 Jim Harrison and Associates.



**Howard G. Peck Volunteer of the Year Award Sponsored by Cowan Insurance Group – Barry AP and Judy Smith of Prince George Power and Sail Squadron of Pacific Mainland District.**

Here are a few points from the Nomination we received: While working non-stop with their own Squadron Barry and Judy also provide assistance to:

Northern Squadrons. Barry has put in many hours assisting Quesnel to set up their courses and solving their computer related problems.

Lower Mainland Squadrons. Barry has assisted Sur-Del, the Sunshine Coast and several other squadrons on an ongoing basis with their course and computer problems.

Pacific Mainland District. Barry has been the ongoing technical computer resource over the last two years. He has now been formally appointed as the “go to person” in our District for computer problems.

All Squadrons in the District direct any and all computer related problems and issues to Barry.

Barry and Judy are always involved in Squadron activities making sure courses, programs and Bridge transitions run smoothly. The examples of how Barry and Judy promote and help CPS-ECP have been on-going for years and never seem to end.

Judy is fully committed to CPS-ECP and our Squadron. Judy produces the Squadron’s award winning newsletter “The Icebreaker”, which is produced five times a year and distributed to our members. The Icebreaker keeps our members up to date with what’s happening in our Squadron as well with CPS-ECP. This is a very labour intensive job and her hard work shows in the final production. Judy also produces our Squadron’s brochure for our Boating Courses. She has offered to assist other Squadrons in the north in producing their own.



Judy has a large role in our boating and VHF courses. Prior to our classes the material was delivered to her home. Judy and her husband, Barry Smith, sorted and organized the course material for each student into individual packages. Each student was given their package with everything they needed for the course. Judy attends all of the classes and proctors the students. She has been doing this for years, and is able to answer all questions thoroughly. Judy’s personality and knowledge allow the students to relax and ask the questions without feeling intimidated.

Barry and Judy work together as a unit. If our organization is to survive and move forward it is important that we acknowledge the contributions by outstanding members

Barry and Judy are pictured above with Cowan Insurance Group Industry Leader, AVP Programs & Associations Cathy Bisbee and Chief Commander Robert Pepin, AP.

**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 – Dan White, S.
2. Ontario – Barry Kay, AP (pictured above right) with Eric Meth, P, from ICOM Canada Inc. and Chief Commander Robert Pepin, AP.
3. Western Provinces – Lynn Meisl

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

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





### Officer of the Year Awards (continued)

1. Atlantic – Adriana McCrea, AP
2. Quebec – René Verville
3. Ontario – Kristen Jerry
4. Western Provinces – Byron Buie (pictured above left)

### 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 Provinces and Quebec – Luke Porter, AP
2. Ontario – Alan Johnson, AP
3. Western Provinces – Bruce Stott, AP

### 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 Simon Dymock, AP, of Burlington Power and Sail Squadron.

### Beldon W. Fox Award

This competition is at the Squadron level for the most improved results and performance in Elective Courses during 2015-2016 in relationship to the total membership. The trophy is maintained at the National Office, and a small keeper trophy was presented to Bay of Quinte Power and Sail Squadron and l'escadrille nautique Québec.

### S. Gordon McCandlish Award

This competition is at the District level for the most improved results and performance in Advanced Courses during 2015-

2016 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 2015-2016. The trophy is maintained at the National Office, and a keeper trophy was presented to Cape Lazo 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 Bill Corcoran by P/C/C Doreen Hinksman, AP (pictured above right).

### Membership Award

Presented to Port Moody Power and Sail Squadron by National Executive Officer Cathie Johnstone and Linda Hamilton, AP Chair of Awards and Flag Committee.

### 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





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have voluntarily checked more than 1,354 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 Rideau District.

Top Squadron award: Vancouver Power and Sail Squadron  
 Most Improved Squadron was Kingston Power and Sail Squadron.

Top individuals:

1st place James White, P, Port Alberni Squadron, Vancouver Island North District,

2nd place Bob McGill, Kingston Squadron, Rideau District,

3rd place Bruce Harris, AP, Britannia-Rideau Squadron, Rideau District.

### Life Members

Three people were present and recognized as new Life Members. They were: Barb Hickson, North York Power and Sail Squadron and Tracie Berekoff, P, Windsor Power and Sail Squadron and Norman Raine, Halifax Power and Sail Squadron. Forty other Life Memberships were presented at Squadron and District AGMs.

### Certificates of Recognition

Bill Allan, SN, Membership Chair for four years.

Nick Baets, N, Environment Committee Chair for three years.

Gary Case, JN, Sailing Course Director for five years.

Susan Cooper, Chair of Communications for one year.

Jill Dennis-Raycroft, Chair of Marketing and Public Relations for four years.

Charlie Ellins, JN, Instructor Development Course Director for five years.

Dale Holland, AP, RVCC Committee Chair for three years.

P/C/C Doreen Hinksman, AP, Chair of the National Planning Committee for eight years.

Simo Korpisto, JN, Assistant National Educational Officer for two years.

Donald Macintosh, P, Assistant National Educational Officer for five years.

Monique Pelland, AP, Advanced Piloting Course Director for three years.

Keith Roberts, SN, Assistant National Educational Officer for four years.

Don Tanner, N, Assistant National Financial Officer for four years.

### Retiring Members of the Board

Simo Korpisto, JN (pictured above left), Jacques Hébert, NS and Claude Martin, JN.

### Joseph Gatfield Leadership Award

At the 2015 National Conference in Niagara Falls, the Executive Committee presented a new award for Leadership to Joe Gatfield.

This award was named "The Joseph Gatfield Leadership Award" and is to be presented annually by the Executive Committee "Honouring an individual who demonstrates outstanding leadership and continues to make long-lasting contributions to CPS-ECP."

There is no doubt that this year's recipient has done just that and then some. For many of us in CPS-ECP this person has been the "go-to" person who was there for you and you can always be assured of solid advice and direction. This person has been a mentor and held many, many leadership roles within a long history with CPS-ECP. A Member for the past 52 years with 48 Merit Marks, Past Chief Commander Doreen Hinksman, AP, was the 2016 recipient (pictured above right).

# Educational Department Update: CPS-ECP Courses are renamed with a streamlined look

Don Griffin  
National Educational Officer

If a car manufacturer wants to bring an older model into "Today's world", it takes nothing more than a little streamlining here and there to do the job, and to make that car more pleasing and easier to sell to the buying public.

And so it is with our CPS-ECP course offerings. The National Educational Department has taken a good look at the needs and wants of those who are our customers, i.e. the boating public. This fall, we will be trotting out our "new 2017 model," a series of renamed courses that better reflect the real thrust behind our offerings. What we hope the prospective boating student will see when he/she looks at an ad promoting our courses, is an easy, yet challenging progression of study, whose names give a good clue as to the contents of each particular course.

| Revised Name  | Original Name                                     |
|---|---|
| Boating 1 – Boating Basics – PCOC<br><i>Get Your Pleasure Craft Operator Card</i> | Boating Basics                                    |
| Boating 2 – Beyond Boating Basics<br><i>More than your Boating License (PCOC)</i> | Part of Boating Essentials and old Boating course |
| Boating 3 – Introduction to Marine Navigation                                     | Part of Boating Essentials and old Boating course |
| Boating 4 – Near Shore Marine Navigation Level 1                                  | Seamanship  |
| Boating 5 – Near Shore Marine Navigation Level 2                                  | Advanced Piloting                                 |
| Boating 6 – Off Shore Marine Navigation Level 1                                   | Junior Navigator                                  |
| Boating 7 – Off Shore Marine Navigation Level 2                                   | Global Navigation                                 |

## Become an armchair sailor this winter! Online Winter course schedule

CPS-ECP is offering instructor led, online courses this winter.

Enhance your boating experience next season by contacting us today:

| Course  | Dates                                      | Contact                                 |
|---|--|---|
| Boating 1 – Boating Basics (Pleasure Craft Operator Card) | continuously offered web-based, self-paced | May Corcoran:<br>kps.edo@gmail.com      |
| Boating 2 – Beyond Boating Basics                         | Jan. 12 – Feb. 9, 2017                     | Brian Reis:<br>earlycanflight@gmail.com |
| Boating 2 – Beyond Boating Basics                         | Jan. 17 – Feb. 28, 2017                    | Axel Obenauf:<br>axelob1@gmail.com      |
| Boating 2 – Beyond Boating Basics                         | Mar. 8 – Apr. 19, 2017                     | Tom Beaver:<br>edo@boatottawa.ca        |
| Boating 3 – Introduction to Marine Navigation             | Mar. 2 – Mar. 30, 2017                     | Brian Reis:<br>earlycanflight@gmail.com |
| Boating 3 – Introduction to Marine Navigation             | Mar. 7 – Apr. 18, 2017                     | Axel Obenauf:<br>axelob1@gmail.com      |
| Boating 3 – Introduction to Marine Navigation             | Apr. 26 – May 31, 2017                     | Tom Beaver:<br>edo@boatottawa.ca        |
| Boating 4 – Near Shore Marine Navigation Level 1          | Feb. 13 – May 8, 2017                      | Carolyn Reid:<br>reidcar@rogers.com     |
| Boating 6 – Offshore Marine Navigation Level 1            | Jan. 11 – Mar. 8, 2017                     | Doug Ryan:<br>dougryan@sympatico.ca     |
| Boating 7 – Offshore Marine Navigation Level 2            | Jan. 19 – Apr. 3, 2017                     | Tony Gardiner:<br>acg@ieee.org          |



# 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 2017 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
- Evidence of administrative ability (within CPS-ECP or outside)
- Enthusiasm, time available, merit mark record, participation at District or National or meetings, Committee experience
- Commitment to CPS-ECP, and passion for the CPS-ECP Vision, Mission and Values

- 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 Program' seminar
- No criminal history

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.
- A short biography and photo for use on the CPS-ECP website if successful as a nominee

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, 2017. Applications can be submitted electronically to [nomcom@cps-ecp.org](mailto: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.



## Thank you to our 2016 Conference Sponsors

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L'escale nautique  
Weems & Plath

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[boatingcourses.ca](http://boatingcourses.ca)

Photo: Don Butt