

THE PORT HOLE

APRIL 2018

Celebrating 80 years of CPS-ECP!

IN THIS ISSUE

Looking Back 38

Imagine inviting 17,000
to a party 39

From the Ranks - John
Hinksman 41

The CPS Foundation 43

Conference Registration 44

Windshifts 36

Vantage Point 1938 37

Photo: Don Butt



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

Send your photos to:
theporthole@cps-ecp.ca



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

Greetings!! This is a very special issue, as not every national volunteer organization reaches the significant milestone of 80 years of operation and service to the Canadian public. CPS-ECP has certainly changed over the last 80 years, but we are still volunteers teaching safe boating to the Canadian public. Boating has changed dramatically in the past 80 years, and CPS-ECP's Educational Department has strived to keep up with the changes, not only in the way people travel on the water, but also in their course delivery.

When I joined the ranks of CPS-ECP back in the early nineteen-nineties, one of the my first tasks was being the secretary for the Don Valley Squadron. I took lots of hand written notes at the monthly bridge meetings, and then would sit down at a real typewriter and carefully type out the minutes. I was very fortunate to have taken typing in my high school days, so that part of the job was easy! Then with one good copy of the minutes in hand, I would walk over to the local library, and get multiple copies made up, and then carefully fold and insert each set of minutes into an addressed #10 envelope, place a stamp on it and then drop all fourteen envelopes off at the local Post Office. It was a labour intensive exercise, but necessary, as the internet was still in its infancy. Over time, I was able to move into the computer age, and soon had a dot matrix printer and that speeded up the process, but it was still quite a time consuming process.

I recall one of the most costly events at the District level at the time was not sending the D/C to the CPS-ECP Annual Conference, but the annual mailing cost for the spring AGM! In York East one year, the fee was \$1,200.00, money that I thought could be used to much better effect elsewhere. Gradually, access to the internet made the life of the secretary much easier, and soon the minutes, agendas,

and other bits of important information could easily be sent out to our various Bridge members and volunteers. This internet thing was certainly a great tool and it was quickly embraced by CPS-ECP.

Over the last eighty years, I would have to say that it is the advent of the internet that has changed the way we do things the most. Eighty years ago, members could only be male, not today thankfully. Today we have excellent teams in many fields, helping CPS-ECP move into the future, not only with an eye on today, but tomorrow as well.

In this issue, we are featuring not only the 80th Anniversary of CPS-ECP, but also the work of the CPS Foundation. This organization has for many years supported the efforts of CPS-ECP in so many ways and is a real asset to our organization.

I also had the pleasure of interviewing the Chair of the CPS Foundation, John Hinksman, for this issue, and I must say that he is one very amazing individual. During our two hour chat, there were lots of interesting surprises, but the one that struck me the most was his contribution to the testing of the Avro Arrow!

So I encourage you to embrace the party theme for our 80th, and if possible, remember to do something "big, and have fun", in this, our 80th year.

So 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 a future edition of *The Port Hole*. The next deadline for submissions is May 20, 2018.

As with all newly formed organizations there have been many challenges to getting our “boat” into the water so to speak, and many more no doubt will lie ahead of us. The idea of this boating community came to light from our American friends, and fellow boaters in the city of Detroit. With several yacht clubs on this, the Canadian side of the St. Clair River, it was only a matter of time before a “Canadian Power Squadron” organization would be born. The very first steps now have been taken, and I look forward to helping this newly minted organization move into the future of teaching our boating public all about the safer way of using our waterways.

This will not be an easy task. In fact, I think we will be challenged in many ways to get our message out to the public and conduct our classes, as everything has to be started from the very beginning. The first thing we have to do is to generate our own unique Canadian educational materials, and appropriate examinations. Fortunately we have a vast resource in our many dedicated members, and they have begun this task in earnest as I write this. Canadian boaters can be found on all types of water, both fresh and salt, so though we feel we should cater to everyone’s needs, this will take some time. So for the present, we will be focused on covering the basics of power boating, the use of paper charts and the rules of our waterways.

With the very first Squadrons now formed in Canada, we have a core of competent sailors who will be able to reach out to their fellow boaters, and not only spread the word about our new organization, but also engage them to be participants, and then become members in our Squadrons as well.

Teaching the public about safer boating is paramount, as the waterways are now becoming much busier with weekend traffic, and boaters are beginning to travel much further away from their home port than ever before. Today’s technology is also changing the way we boat as well. Our

vessels are still made of wood, but the recent advances in marine engines and fuel types have provided the public with more choice than ever before, and these new vessels are faster, and much more reliable than the launches of the past. The public has also discovered that boating is fun, and can be done either close to home, or far away at their cottage, or at a summer resort. These are potential members for our new organization. Everyone who owns a boat needs to know about us, and we need to know about them.

Each Squadron in our organization should be ready to reach out to the public in their area, and share with them the benefits of taking our course. Not only will they feel more confident in going out on the water, but they and we, will also be so much safer as well.

As in any organization information needs to be shared, so I would ask each Squadron to share with others their successes and failures. Our organization is in its infancy, and we will make many mistakes and often learn, only by doing the wrong thing, but I would hope that we would only do it once. So to improve our communication with each other, I encourage each of you to make a record of your activities and let me know what works for your Squadron. I will then pass this information along to the others, possibly in the form of a seasonal newsletter.

Now sitting back and thinking of the future of our organization, where will we be in 10, 20, 50, 80, or even 100 years? With care and good management, our organization should prosper, and spread across not only the province of Ontario but others as well. And wherever there is boating, we need to have a Squadron teaching boaters about how to safely use our waterways, so that each boating trip they take is safe and enjoyable.

By R. John Garside *AP*



Canadian Power and Sail Squadrons

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Looking Back

– the CPS-ECP Headquarters



It was 1965. CPS-ECP had 7,000 members in 95 Squadrons. And, CPS-ECP had a new headquarters where the focus was on getting ready for orders for the new training season. However, Chief Commander W. M. Booth sounded frustrated.

In an article in *Port Hole*, he reminds the Squadrons that the Governing Board had hoped to avoid open market mortgage costs for the new building – a first, because CPS-ECP had been renting space at 407 Royal York Rd., Toronto 18. “What better way is there than to let every person associated with CPS take part?” he had asked in a 1964 *Port Hole* article directed to all Squadrons. The proposal was for Squadrons to lend Squadron funds to CPS, with a promise that squadrons who needed their money could get it back within 30 days. There was also a proposal for member donations. \$10 per member, said C/C Booth, would more than cover the cost of the land and the building. Total cost was projected to be \$55,000.

A year later, with the building completed in time for the conference, C/C Booth reports that, “The response has been less enthusiastic than we had hoped. Less than 50% of the Squadrons and 10% of the membership have contributed to date.”

C/C Booth went on to detail the savings that would be made because of the new building – holding the training seminar in September in the new building rather than paying for room in a downtown hotel, three governing board meetings also to be held on site. “These four meetings will save us several hundred dollars a year,” he said. “Providing we do not have to go outside the organization, [our building] should cost us less per month than we presently pay to maintain our rented quarters.”

Frustrated or not, C/C Booth concluded his report with a rallying cry that still resonates at the beginning of celebrations for the CPS-ECP 80th anniversary. “We have come a long way from the pre-war days when a few enthusiasts in Windsor started what is today a thriving organization,” he said, “but we still have a long way to go to teach the gospel of safe boating.”

Imagine inviting 17,000 people to a party!

By: Don Macintosh

Across Canada, in 18 different Districts, the Canadian Power and Sail Squadrons (CPS-ECP) is well known for its mandate to teach safe boating courses, so much so that our organization is known as “Canada’s premier boating organization.” CPS-ECP’s other principle mandate is for its Members to have fun - which is exactly what is being planned!

The 80th Anniversary Celebrations Committee¹ is planning and organizing something fun to mark the occasion. Specifically, in October of this year at the 2018 CPS-ECP National Conference to be held in Ottawa, our organization will have an official event to celebrate CPS-ECP’s 80th birthday.

In the meantime, the 80th Anniversary Celebrations Committee is looking to develop a list of celebratory possibilities, for all the Squadrons in all the Districts to participate in and have some fun. The intent is to have all Squadrons do something fun with their Members. It would be great if the Squadrons went beyond their usual social events and did something out of the ordinary. For example, instead of a Squadron barbeque, develop a Squadron navigation challenge, which could be on the water or on the land, or invite local dignitaries to a sail past or rendezvous, and have it reported in the local press, or do something to say thank you to Squadron volunteers and your high Merit Mark Members. The idea is “go big” and have fun.

While there is a 80th Anniversary Celebrations Committee, all CPS-ECP Members are encouraged and most welcome to submit their “big” and “fun” ideas.

CPS-ECP started in the spring of 1938 – eighty years ago. To read a comprehensive history of our organization, please

refer to *Looking Back*, an account written by P/R/C George Sowter AP in CPS-ECP’s 70th Anniversary Booklet (www.cps-ecp.ca/members/PublicUploads/22460470th-booklet.pdf) Consider the many changes that have taken place from 1938 until now. Then try to imagine the changes CPS-ECP will weather in the next 80 years!

Perhaps there has been no bigger change for our organization in the past eighty years than the advent of social media. Which is why in terms of Squadrons doing something different, or doing something “big” and “fun”, Squadrons might want to celebrate with technology; perhaps a Squadron slide show, or better yet, a Squadron video, focusing on their volunteers and general Members.

To help plan your Squadron’s participation in celebrating our organization’s 80th anniversary, stay tuned for upcoming announcements on where and when these will happen. Remember the official celebration will be at the CPS-ECP National Conference in Ottawa taking place from October 16-21, 2018. It would be great to have your Squadron’s efforts as one of the features at the National Conference and our big birthday party!

¹Byron Buie, Joan Hicks, John Naylor, Leslee Sceviour, Bernard Daigle, Gary Steeves, Jenn Doekerson and Don Macintosh



Save the Date

Join Us in Ottawa
October 16 – 21, 2018
see page 44



Find CPS-ECP ON SOCIAL MEDIA

www.facebook.com/CPSboat
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www.twitter.com/CPSboat
www.youtube.com/CPSECP



The Canadian Power Squadron Flag

The story of the Canadian Power Squadron Flag begins in the year 1946. The majority of Canadians were fully occupied attempting to rehabilitate themselves; tired from war; tired of uniforms. The small group of men who had imported the idea of Power Squadrons in 1938 at Windsor and to a lesser extent in Halifax, were not ready to take up the full tasks of Canadian Power Squadrons.

However, a small group of enthusiasts did reach into their own pockets and with determination rekindled the flame of Power Squadrons in Canada.

Clarke Gibbs Walton, an Engineer, Alexander Cameron Ferguson, an Inspector, both of the City of Windsor and George William Bowman of the town of Riverside, Barrister-at-Law, applied to the then Secretary of State, The Honourable Colin Gibson, for the approval of Letters Patent to form Canadian Power Squadrons. The Letters Patent were approved on October 27, 1947.

During 1946 a symbol was devised by a Committee of the early members. The symbol has become our Canadian Power Squadron Flag. On November 25, 1946 the design

of the Flag was chosen and with later registration of the Flag as an industrial design on June 14, 1948, and because the design was the work of many members, our first Chief Commander W. G. Bowman was listed as the “supervising author of the Design”.

It is believed that a Mr. Len Baker, the holder of Certificate No. 1 (1947) in the tradition of Power Squadron, with the help of his First Mate, produced the first Flag at his textile plant. This Flag was formally adopted by the Governing Board on November 29, 1947, in Hotel London, London, Ontario.

By P/C/C George M. Bruce, N

Taken from the February 1972 issue of Canadian Boating.

From the Ranks – John Hinksman

“We’ve got the information” by R. John Garside, *AP*



Like many of us John Hinksman began his boating experience on a small lake in the Pointe au Baril region. It all began at a small cottage on Lake Harris, the attraction of the water was more than just a casual pastime, it was a real pleasure and the fishing was good too. However, when an opportunity to purchase some crown land on Georgian Bay presented itself, John quickly seized the opportunity for the amazing sum of \$700.00 and arranged for a knock-down cottage for the newly purchased site. That summer John carefully built the cottage by himself and was very pleased with his efforts.

Of course, being now out on the larger waters of Georgian Bay meant that a slightly larger boat was required, so with that purchase came the realization that boating on the Bay was not the same as the little lake, there was a big difference, and always conscious of boating safely, John felt more information was needed. Fortunately his wife, Doreen Hinksman, was at that time involved with the Brampton Squadron and had been involved with the Bridge for several years. So needing more boating information, and having Doreen as an inspiration John told her, “If you become Commander, I will take the Boating Course and you could pledge me in.” So John enrolled in Brampton’s Boating Course, which was being taught at the local high

school. The class size was just over 20 adults and provided John with lots of new and very useful information. That year there were several Boating Classes given, so when the graduation party was held, there were over 100 graduates in attendance and John standing tall among the group was pledged in by his wife Doreen. He was now a CPS-ECP Member.

Wanting to show his appreciation for all the efforts put into teaching the Boating Course, John began proctoring for the Squadron the following year. “You really have to know your subject”, John commented as the students are full of interesting and challenging questions. Wanting to expand his boating knowledge further John then took Seamanship Power the following year, which then led to Advanced Piloting. John commented that, “this course (Advanced Piloting) not only addressed many key points but covered everything in an amazing amount of detail and I could now boat more comfortably. The charting though was one of the best parts.” John felt that he really began to truly understand the information the charts were presenting and now he had the confidence to plan his own cruises, ones that would be not only interesting, but also safe.

John’s concern about safety extended not only to the waters he was travelling on but also to the boat he was cruising in. As a result he took the Marine Maintenance course which allowed him to further his boating knowledge and confidence in cruising to more remote anchorages. “Know your boat” is so important John feels, “and today many people do not, resulting in a large number of on-the-water problems”. John being a DIY guy enjoyed the expert advice of the instructors and revelled in the “brightwork” which brought lots of personal satisfaction. The 1970’s of course was a time period of transition between wood and fiberglass and many boats sold at the time were a marriage of both, which was not always the best idea, but it worked. So with each larger boat acquired, John honed his skills.

The Weather course was taken next and John stated, “weather is one (course) that I have enjoyed every day and every year since taking it. I constantly contradict the weather reporters with their glossed over general reports.” He also mentioned that when afloat “reading the clouds” is essential to knowing what to expect next, boating has many surprises, but the weather should not be one of them.

With his interest in charting and the skies John’s next course was Celestial Navigation. This combined all of his interests, and was very satisfying knowing that wherever you boated, you could always figure out where you were!

The Brampton Squadron quickly gave John a job as PRO, and tasked him with putting a float into the local Santa Claus Parade. When I asked what was the result, John laughed and told me the story. It seems that opportunity knocked, and an older wooden boat became available. It was a wreck, but as John said, “We’ll take it!”. Using this as the foundation of the future float, it was decorated and a spar buoy

skeleton was fashioned at the wheel of the vessel. "Mr. Bones" was the name of the boat and a sign was made up for the parade saying "Don't let this Happen to You!". Needless to say it was a big hit, and well remembered by many. With this very interesting introduction John certainly endeared himself to the Squadron's Members. Then with the passing of time, he made his way up the ladder of the Bridge eventually becoming the Commander in 1985.

I then asked John what was the best part of being a member of the Squadron. He replied, "planning activities and getting involved in all areas, teaching, proctoring and exam marking. And one of the underlying benefits of CPS-ECP that is not promoted enough is personal development, particularly in organization and public exposure." John felt that as he moved up in his responsibilities on the Bridge and in the Squadron his skills at running meetings, public speaking, report writing, and a more complete knowledge of the organization really were wonderful assets that CPS-ECP provided you with. Assets that were not mentioned in any brochure, but came with the job as your responsibilities progressed.

Now being a Squadron Commander, John then got involved in the York West District and in 1989 became its District Commander. In 1989 there were ten or eleven Squadrons in the York West District and there were lots of people to fill the various positions and jobs at the District level. "It's not the same now.", John said and he felt that in those days the District did more work for the Squadrons than now.

Being the District Commander also exposed John to the National level of CPS-ECP and there he was attracted to the awards side of the coin. In those days the Canadian Safe Boating Awards were managed by CPS-ECP, and now finding himself the Chair of this program, he and his committee had to review the over 1,000 newspaper reports and clippings, that would be put forward to them to select a winner each year! However, the Edu-

cation Department soon came calling and John joined the Celestial Navigation Committee.

When I asked how this happened, he said, "John Holgate" who asked him, "Come and help me!". Working with Holgate was very rewarding, and five years into this job John then became the Chair of Celestial Navigation, and "today I am still on that Committee, marking JN and N exams and the sight folders".

In the meantime John and his wife Doreen had acquired larger boats and now boated out of Midland, Ontario on Georgian Bay. They had also moved house and were now living in Oakville, Ontario. John transferred to the local Squadron becoming its Commander in short order. Today he continues to serve on both the Oakville Squadron's Bridge and in the York West District.

However, when I asked about his professional life I was in for quite a surprise. John was born and educated in England. His main interest was metal forming, where flat metal stock is rolled into large sheets and stamped with a mould to form various machine parts or car parts. His skill at this was considerable, so he soon found employment in Canada with the Avro Arrow people! Of course aircraft are full of bends and shapes, and this complex world fascinated him. Working with the Avro group was very rewarding, and he was part of the group that put together the one-quarter scale test models of the aircraft, which were flown out over Lake Ontario attached to rockets in the late 1950's. I commented that I actually live not that far from the test sites here in Prince Edward County, and that this summer a dive team reported finding one of the test aircraft! Recovery though is still to be worked out. Then with a change in the Federal Government the Avro Arrow was cancelled and John was out of work. But not for long. His metal bending skills and understanding of the machines that made the process work made him a valuable asset and he

soon found work in Canada after toying with the idea of going to Southern California and working with the Boeing Group.

John and his wife Doreen have owned many a boat from 16 foot runabouts to their 40 foot Vista Sundeck Cruiser with two diesel engines. This latter boat was one of 250 built in Taiwan and was a "teak dream". The interior woodwork was very beautiful and the boat handled very nicely. Their favourite boating memories are "boating on Georgian Bay with many trips to remote locations to drop the hook, and stay for two to seven days, and exploring the back waters for fish and scenery", also "traversing the Trent Canal from Georgian Bay to Lake Ontario". However, one vacation in England and Wales exposed them to the traditional "European canal boats" which John said, "takes a bit of getting use to as it is so long and narrow and it is only powered by one small diesel engine. Turning them was a challenge at times"; sometimes it was only by pushing off with a pole at the bow that a turn could be successfully made and "then there was the one way only" feature where only one vessel could advance through the narrow canal at a time. That made for some very interesting cruising. Now living in a condo in Oakville John's current boat is a 22 foot Larson which he uses mainly for fishing, the big boat was sold a few years ago as Lake Ontario is "really a sailor's lake".

I then asked John his thoughts on CPS-ECP. He replied, "a major redirection is required or inevitable. I can find and learn to do anything on the internet, so we need to have our knowledge recorded and presentable to the public. Also our instructors need to be utilized ASAP to be able to present our product in a go to meeting style. We can still offer regular classroom presentations but this will get harder and harder to accomplish, and will need to cooperate on a District level or at least an inter Squadron endeavor. This will require a redirection of what our membership

will entail. How do we keep our members' interest high and keep us alive, so that Squadrons will still be able to inspire volunteers to keep up the objective of CPS-ECP? There is also a need for a major tag line, like Canada's Boating League or similar. Other organizations should be helping us deliver our product with directed advertising, after all we do help promote safety and boating interest for many and it's the manufacturers who benefit."

Of course for many CPS-ECP Members, John Hinksman is the face of the CPS Foundation, an arm's length charitable organization set up

in the 1970's to assist CPS-ECP in its endeavors. John has been a member of the Foundation for about twenty years, and when he joined its ranks the invested funds were sitting at the \$250,000 mark. He has been the Chair for the last eight years and last year the fund reached the \$1,000,000 mark! John and his fellow Foundation Directors keep close tabs on the fund and try at every opportunity to promote CPS-ECP. The Foundation's \$125,000 donation at the 2017 Conference for the new IT system certainly illustrates this.

In closing John commented that "We have some very dedicated Mem-

bers in CPS-ECP but the gray hair is showing signs of slowing down when we need to light some fires due to changing times. We must move fast, but with a well thought out direction, not only for our customers, but our interested members who must be included in being revitalized too."

As we chatted about CPS-ECP and the Foundation and the interview came to an end, I could see that in this our 80th anniversary year that CPS-ECP will be well served into the future by not only John Hinksman himself but the CPS Foundation as well.

The CPS Foundation – Working for You

Sheila Boutcher SN, Foundation Director

Most CPS-ECP Members are probably aware of the CPS Foundation, but some of our newer Members may not know exactly what this is, how it functions, its stated purpose or exactly of whom it is composed.

In the early 1970's some visionary members of CPS-ECP decided to form a charitable foundation, completely independent of CPS-ECP itself, which would raise funds to support the objectives of CPS-ECP. After some years of effort by a small but very dedicated group of members, the Canadian Power Squadrons Foundation was incorporated in 1976, with its objectives "to provide funding for training and study courses and facilities in the field of boating... and to extend support to the activities of Canadian Power and Sail Squadrons". The importance of the "arm's length" relationship with CPS-ECP was stressed from the very beginning.

The Foundation is composed of a small number (currently six) long term Members of CPS-ECP. Members may be recommended by the Chief Commander, but the final decision as to whether an individual is accepted as a member is made by the Foundation's Board of Directors.

It was a little while before the general membership of CPS-ECP really embraced the concept of the Foundation, and started to support it enthusiastically. In fact, the June 1983 issue of *The Port Hole* refers to the Foundation "inching along battered by the headwinds of recession" and being "almost dead in the water". At that time, the total donations to the Foundation were \$34,158.56.

Nevertheless, thanks to a few really enthusiastic Foundation members, including Past Chief Commander Art Charles who is famous for raising considerable funds by auctioning a rubber chicken at National Conferences, the Foundation has continued to grow. By 1991 it stood at over \$100,000. Between 1976 and 1990 the Foundation disbursed over \$36,400 for various CPS projects; a lot of money for those days.

Thanks to the continuing generosity of Squadrons and individual Members, as of December 2016 the Foundation assets have grown to

over \$1,000,000. All funds donated should remain in the fund, and only the interest should be disbursed. This enables the fund itself to continue to grow and generate more interest annually. Despite the current low interest rates, the Foundation continues to support significant projects each year, many of which have been related to Education (Training). However, this year the Foundation has given the substantial sum of \$125,000 to CPS-ECP to help with the development of the new Head Office web based administration system.

Initially most donations were given in memory of deceased Members, with these donations recorded in the Foundation's Memorial Log. Many Squadrons still make a donation in memory of all Squadron Members who pass away. In addition, individual Members also frequently contribute to remember deceased CPS-ECP friends. Such donations receive a tax receipt, and a card is sent to the next of kin. At the 1993 AGM the Honour Roll project was launched. Every Squadron (and District) which donates one dollar per member in a particular year is recognized in the Honour Roll. The first Squadron to donate to the Honour Roll was Seymour Squadron. Their donation has been followed up enthusiastically by many CPS-ECP Squadrons, a significant number of whose names are now inscribed in the Honour Roll for every year since its inception.

However, the Foundation does not support individual Squadron or District projects. All proposals must benefit all Squadrons of CPS-ECP, and must be accompanied by a detailed project description, a full cost estimate, and an explanation of the benefit to CPS-ECP. Project approval is considered by the Foundation members, who have an extensive background in the Educational Department, Governing Board, and business in general.

Your Foundation is in good hands, and continues to grow and support valuable CPS-ECP projects which CPS-ECP itself might be unable to fund. All Members owe a vote of thanks to the visionary people whose dreams have turned into a very substantial annual benefit to CPS-ECP.

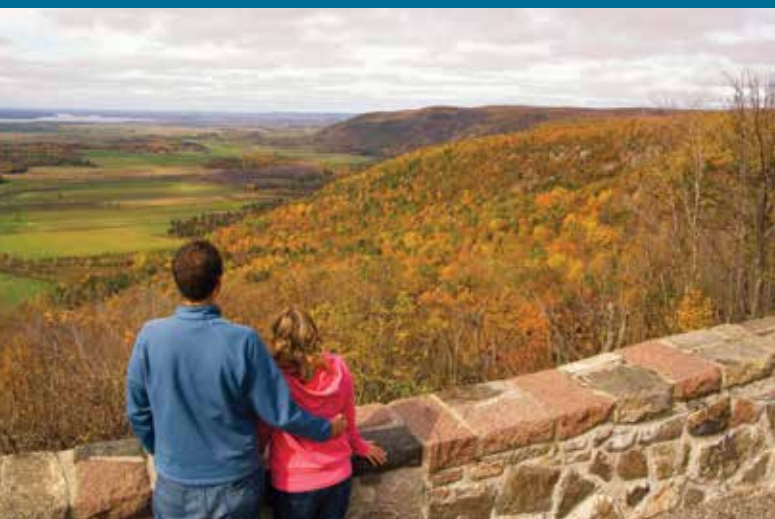
For more information go to www.cpsfoundation.ca



JOIN US IN OTTAWA

OCTOBER 16-21, 2018

www.cps-ecp.ca



Mark your calendar now to participate in one of the best Conferences in many years. Volunteers and boaters from across North America will congregate in Ottawa to exchange ideas, have their say in the business of their national organization, attend workshops, network with old friends and meet new ones. It will be a working conference with time for a little fun and relaxation. We are excited to have you all as our guests and show you some real National Capital hospitality.

Our conference theme is "Captains and Mates – Boating Life"

We are celebrating our 80th Anniversary as an organization and we decided that you should travel light to Ottawa this year with your costumes. None of us have been around for the 80 years of the organization but it would be interesting for the Friday night festivities to see what you were wearing in the 50's, through 80's while boating.

What does Fall look like in Ottawa?

When Mother Nature cooperates, the leaves change to colours of golden reds, radiant yellows and vibrant oranges. Ottawa presents fabulous opportunities to experience the beauty of autumn. You really can't go wrong attending a Conference in the Nation's Capital.

Ottawa presents visitors with a wide selection of sight-seeing and outdoor leisure options. In fact, with more than a dozen national museums and galleries Canada's Capital Region has something for everyone. We plan to give you unforgettable experiences with the tours we have planned for your enjoyment.

To make your room reservations, please call the number below:

Ottawa Marriott Hotel
100 Kent St, Ottawa, ON K1P 5R7
Reservations: 1-800-853-8463
Reservations for CPS-ECP Members

We are pleased to announce that for CPS-ECP members attending the 2018 Conference and AGM a special room rate of \$179/night has been secured. This rate will be available until September 17, 2018 at 4pm and is subject to availability.

Our Tours

Wednesday, October 17, 2018 (afternoon) – Discover the Capital – 3 hours

Board a luxury motor coach to start your tour with a stop at the Parliament Buildings, Canada's seat of government. Your guide will explain the history of these magnificent buildings. After an opportunity to take photos, you will re-board your motor coach and enjoy the sites of the Capital including the Supreme Court of Canada, the Bank of Canada and the Canadian War Museum. Cross the Ottawa River into the Province of Québec to get off the bus and enjoy the architecturally impressive Canadian Museum of History and its unique views of the Ottawa River and the Parliament Buildings.

From there, the tour will pass the National Gallery of Canada on the way to Rideau Hall, the official residence of the Governor General of Canada (where, weather permitting you will take a leisurely walk through the magnificent grounds). On your return to your hotel you will pass by 24 Sussex Drive, the official residence of the Prime Minister of Canada, the Royal Canadian Mint and many Embassies and High Commissions.

Wednesday, October 17, 2018 (evening) – Haunted Walk – 2 hours

Follow your guide by lantern light and listen to ghost stories from the area as they share some of our favourite haunted spots, including: the Bytown Museum, the Fairmont Château Laurier and Ottawa's haunted high school. You'll never look at the city and these buildings the same again!

Ghosts and the Gallows - Are You Afraid of the Dark? Small groups of no more than 13 participants are led through the darkened jail for an interactive experience which includes, in addition to our Halloween stories, hearing new evidence, enjoying extra time to explore the building, and additional witness testimony.

Thursday, October 18, 2018 (Morning) – Gatineau Park – 4 hours

Enjoy a picturesque guided tour through Gatineau Park, the Capital's conservation park, with many unique and diversified ecosystems and heritage features. Gatineau Park covers 36,131 hectares of land. Stops will be made at Pink Lake, the Champlain Lookout and the Mackenzie King Estate.

Pink Lake is Gatineau Park's most unique lake because it is "meromictic" meaning that, unlike a normal lake, its upper and lower water levels never mix. Of rare beauty, the site offers the opportunity to relax while learning about its ecology. Despite its name, the lake is green. It is named after the Pink family which settled the land in 1826.

The next stop is the Champlain Lookout atop the Eardley Escarpment, 335 meters above sea level. The view is unique because it shows two of Canada's major geological formations side by side: the Canadian Shield and the St. Lawrence Lowlands. A series of interpretive panels describe the geological events that have shaped this landscape.

The final stop will take you to the beautiful Mackenzie King Estate – the former country retreat of Canada's 10th Prime Minister, William Lyon Mackenzie King. The estate offers restored cottages, beautiful gardens and unique stone ruins that were collected by Mackenzie King during the 50 years he enjoyed this property.

After touring Gatineau Park, travel by bus to L'Orée du Bois, whose warm atmosphere makes it one of the most applauded restaurants in the region. Located next to Gatineau Park, it is among the top restaurants in Québec renowned for its fine French and regional cuisine using high quality local products from the Outaouais region.

Friday, October 19, 2018 (Morning) – Day tripping to Merrickville – 6 hours

Board our luxury coach, and we will introduce you to the Nation's Capital while on the drive to one of Eastern Ontario's favorite villages – Merrickville. Merrickville has just about everything; lots of funky independent shops, nice cafés and an interesting history. Located on the Rideau River, Merrickville is well-known for their lock station.

Once you arrive in Merrickville, you will be guided on a walking tour through architecturally and historically notable buildings and other sites that are ubiquitous. Start your tour at the Blockhouse building, which was built in 1832 to defend the Rideau Canal against a possible American invasion; now a museum, it houses a varied collection of local, 19th century artefacts.

A majority of the tour is made of stone buildings constructed pre-1900. You can get inside well-preserved commercial sites like the Aaron Merrick Block on St. Lawrence St., which now hosts popular retail stores. There's also some access to the mostly crumbling industrial complex where William Merrick, who founded the village on the shores of the Rideau River in 1794, built the saw, grist and other mills that brought him wealth (the complex has a small museum that traces Merrickville's industrial past; it includes a promotional sign for "John Mills Furniture Dealer and Undertaker"). The homes, of course, you can admire only from the street. Although it's on the tour, the William Merrick House at 129 Mill St. has a sign saying "private" and is set too far back from the road to view.

After the walking tour, enjoy a lovely lunch at The Goose & Gridiron which is iconic to Merrickville. The Goose & Gridiron was a landmark pub in London, England. On June 24, 1717 the Grand Lodge of England in free masonry was organized and 'to which all grand lodges of the world trace their charters.' The Goose which is how locals affectionately call the pub was built to recreate a landmark, right here in beautiful historic Merrickville and experience part of the English life. The Goose & Gridiron takes pride in using only the freshest and finest ingredients in their preparations. Each order is prepared individually with meticulous attention and care to ensure the highest quality. Truly an experience worth waiting for!

After lunch, submerge yourself in some of the many unique boutiques located along St. Lawrence Street as it is lined with gift shops, antique stores and clothing boutiques.

Saturday, October 20, 2018 (Afternoon) – A few hours to yourself to decompress!

It has been a few days full of meetings, seminars and tours! We were thinking of planning another tour, but you may wish to venture on your own for a quiet stroll such as:

- You are 0.3 miles E from the Hotel to the Parliament of Canada.
- You are 0.6 miles E from the Hotel to the Byward Market
- You are 0.6 miles E from the Hotel to the National Gallery of Canada - 380 Sussex
- You are 1.2 miles NE from the hotel to the Canadian Museum of Civilization - 100 rue Laurier
- You are 1.2 miles E from the hotel to the Canadian Museum of Nature - 240 McLeod Street

Prior to arrival in Ottawa all registrants will be provided an information package full of maps, list of restaurants, discount coupons, things to see, where to eat, local events, etc.

It is a few months before we meet again, have a great summer of safe boating and do not delay, register now! We look forward to seeing you in October in Ottawa!

For any information, questions or concerns, please contact ottawa2018@cps-ecp.org.

CONFERENCE 2018

at the Ottawa Marriott Hotel • October 16-21, 2018

100 Kent St, Ottawa, ON K1P 5R7, Phone: (613) 238-1122

CPS-ECP Conference 2018, 26 Golden Gate Court, Toronto, ON M1P 3A5 hqg@cps-ecp.ca Fax: (416) 293-2445



REGISTER ONLINE AT: www.cps-ecp.ca

All fields are required

First Name _____ Last Name _____ Grade _____

Guest's First Name _____ Last Name _____ Grade _____

Address _____ City _____ Province _____

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Squadron _____ District _____

Member no. _____ Officer Position _____

Any Dietary Issues? _____ Is this your first National Conference? Yes No

FULL CONFERENCE MEAL PACKAGE

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

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

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

Individual Conference Meals

Thursday, Board of Directors Luncheon _____ x \$50 = \$ _____

Friday, Joint Officer's Lunch _____ x \$50 = \$ _____

Friday Theme Dinner "Boating Life" _____ x \$100 = \$ _____

Saturday AGM Luncheon _____ x \$75 = \$ _____

Saturday Chief Commander's Gala Dinner & Dance _____ x \$125 = \$ _____

Tours

Wednesday, (afternoon) – Discover the Capital _____ x \$60 = \$ _____

Wednesday, (evening) – Haunted Walk _____ x \$65 = \$ _____

Thursday, (morning) – Gatineau Park _____ x \$125 = \$ _____

Friday, (morning) – Day Tripping to Merrickville _____ x \$140 = \$ _____

TOTAL = \$ _____

*Early registration rates apply if received on or before September 3, 2018

PAYMENT INFORMATION

Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2018. Note: Post-dated cheques will not be accepted.

Mastercard VISA Name on the card _____

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

Signature _____

Dietary or physical restrictions and other requirements: _____

After September 3, 2018 higher registration rates will apply. National Officers who have their hotel accommodations paid by CPS-ECP must make their reservations directly with CPS-ECP. All Officers and members are encouraged to attend the seminars, presentations and Annual General Meeting at no cost.

CANCELLATION POLICY

Cancellations on or before September 3, 2018 are accepted with no penalty. From September 4, 2018 all cancellations are subject to a \$35 administration fee per person. After September 28, 2018, cancellations will be partly refunded only if the conference participants register to take your place.