

THE PORT HOLE

FALL 2017

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

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WINDSHIFTS



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

Here it is the fall and the water is still soft in most of Canada and soon some of you will be heading off to Prince Edward Island for the National Conference. This year being the 150th anniversary of Confederation it is quite fitting I feel for the Conference to be held in the birthplace of Confederation, the city of Charlottetown. I hope to not only attend the event but also be able to take in some of the wonderful scenery and check out some of the local water craft as well!

In this issue of *The Port Hole* there is something very new. In many of the past few issues I have interviewed some of the more well-known and prominent people in CPS-ECP. While I was planning this issue back in March 2017 I thought it just might be a good idea to take a different tack and interview some local talent, not known at the national level but definitely to local members. So with that in mind I came up with a new interview format "From the Ranks", and in this issue there are two, a dedicated member of the North York Power and Sail Squadron and a budding author from Northern Ontario.

Last year you may recall I went searching for shipwrecks and even found one! In this issue the search continues and

another interesting shipwreck is searched for on the waters of Lake Nipissing.

The book reviews this time are most interesting as one concerns a novel written by a current CPS-ECP member and another deals with the tragedy of the whaleship *Essex* which was sunk by a whale and was an inspiration for *Moby Dick*. In addition there is also a book review on *Captain Salvation* which was made into one of the last big silent movies in 1927.

Each issue is special to me as it does take a bit of time to put together but I must admit doing the various interviews is always a great reward. They do not always go as planned or get done on time, but some do and in this issue you can learn all about the Peterborough Squadron's Commander and her call to duty and getting things done right, the first time!

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 the winter edition of *The Port Hole*. The deadline for submissions is November 10, 2017.



Don Griffin, AP, National Educational Officer
North Shore Power and Sail Squadron

I hope that everyone had a good summer and is now getting ready to be back in the classroom for the fall session.

Your Educational Department has been busy leading up to September preparing for the busy training season and preparing for the Educational Department Webinar that is scheduled for September 6th. I would like to take this opportunity to review some of the changes that were put into place during the past year.

The first thing that was changed is to do with examinations:

- All multiple choice examinations are now open book exams. This includes Boating 2 - Beyond the Basics, Boating 3 - Introduction to Marine Navigation and Boating 4 - Near Shore Navigation Level 1 (formerly Seamanship).
- If an examination includes any questions that are not multiple choice, then the entire exam is not a multiple choice exam.
- The open book examinations have a time limit of 1 hour and 30 minutes.
- Examinations that are received from the Federal Government are not open book exams. This includes the Pleasure Craft Operator Card and the Maritime Radio examinations.

The second thing that was changed was to do with how students can obtain credit for a course.

Previously the only way a student could obtain credit for a course was to pass the examination. Now a student may also complete a course. In order to complete the course without writing the examination the student is required to meet the following requirements:

- In the opinion of the instructor, have successfully achieved the educational goals of the course, and, in addition, done one of parts A or B
 - A - Successfully completed 75% of the review assignments, or
 - B - Attended 75% of the classroom sessions
- Students who wish to obtain a grade designation must pass the examination.
- Students who wish to obtain an equivalency with another organization must pass the examination.
- A completion of a course will meet CPS-ECP criteria for a prerequisite for the next course in a series of courses.
- The Educational Department has been working on an Online Study Guide for Maritime Radio to replace the CD. It will be ready for implementation in September, 2017. Students will be given a login code to the CPS-ECP Learning Management System and access to the system that will allow them to learn about Distress, Urgency, Safety and routine calls. They will be able to practise formatting calls. The students will also be able to use the virtual simulator to demonstrate Digital Selective Calling.
- In addition to the Online Study Guide ICOM Canada has developed a VHF Simulator in conjunction with the Course Director for Maritime Radio using two radios. This system comes in a Pelican case and can be purchased through the National Office.
- Carolyn Reid, the Chair of the Outreach Committee, has written an article in this issue of Porthole that outlines the methods in which some Squadrons are presenting their courses this fall and winter in an attempt to accommodate the varied lifestyles of our potential customers. Please review that article for more information.
- If you have any questions please do not hesitate to contact me or any of the Assistant National Educational Officers.



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New And Better Member Benefits For CPS-ECP Members

Salus Marine Wear Products

We are very pleased to announce that our long-time partner and sponsor, Salus Marine Wear, is increasing their discount to 30% off the suggested retail price on their line of products when purchased by CPS-ECP members through the CPS-ECP Ship's Store.

This discount is not available at any other retail or online dealer of Salus products.

To see the full line of Salus products, please visit their online catalogue at:
<http://www.salusmarine.com/information/catalogues/>

To order your Salus Marine products and receive your 30% discount you contact Lynda Green at the CPS-ECP National Office.

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Coleman – The Outdoor Company

We are very pleased to announce that through the CPS-ECP membership in the Canadian Safe Boating Council, all CPS-ECP members automatically receive a 30% discount on all products available in the Coleman Canada Online Store.

This discount applies to the full line of Coleman products on their website.

This offer is not extended to purchases at any other retail or online dealer offering Coleman Canada products.

To see the full catalogue of Coleman products and to place your online order, please visit:
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To get your 30% discount when placing your online order please enter the discount code: SAFEBOAT.



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JUST
ASK
JOHN

John Gullick, AP
Manager, Government and Special Programs

During our Recreational Vessel Courtesy Checks (RVCCs) we often get asked when will those who have had a Pleasure Craft License for several years in their name be asked to renew under the new 10 year Pleasure Craft License renewal program.

Here is the answer that Joe Gatfield, Past Chief Commander, recently received from Transport Canada:

“If you were licensed under the old system prior to 2011, you will not have an expiry date on your Pleasure Craft License document. This license will never expire. The only time you will have to update it is if you’ve had a change of address, name, changes to the vessel, etc. In that case the Pleasure Craft License must be updated. Once the license is updated, you will have to renew every 10 years. If there never is a need to update the license because there are no changes to any of the above mentioned factors, then the license remains without an expiry for as long as you own the boat. Once the boat is sold, the new owner, transferring the Pleasure Craft License, will come under the 10 year system.”

How do you get a Pleasure Craft License for your boat?

First let’s start by defining a Pleasure Craft License. All too often the Pleasure Craft Operator Card (PCOC) is referred to as a boating license. It is not. It is a certificate much like a school diploma. As such, it identifies a level of competency, is good for life and cannot be taken away.

On the other hand, a Pleasure Craft License is a paper license similar to your vehicle registration form and it is represented by the 7.5 cm (3 in) letters and numbers that should be found on each side of the bow of your vessel. A copy of the paper license must be carried on board your boat at all times.

Application for Pleasure Craft License

There are two ways to apply for a Pleasure Craft License.

You can apply by regular mail or you can apply online.

To obtain, transfer or change information on a Pleasure Craft License go to the Transport Canada website www.tc.gc.ca/eng/marine-menu.htm. Search Pleasure Craft License and that will take you right to the section you are looking for. All of the information, forms and how to use the mail in or online process is there and easy to follow. For French just click Français in the upper right hand corner.

Use the application process and form to:

- apply for a new license
- transfer an existing license (when you buy a used boat, it is your responsibility to transfer the Pleasure Craft License)
- update your license information
- obtain a duplicate license, or
- cancel a license.

Why do I need a Pleasure Craft License?

A valid pleasure craft license helps law enforcement and search and rescue workers identify pleasure craft in emergency situations. By law, any pleasure craft, including personal watercraft, that is powered by one or more motors adding up to 10 hp (7.5 kW) or more must have a valid license. You must display the license number on both sides of the bow of your boat in block characters that are at least 7.5 cm (3 in) high, in a colour that contrasts with the colour of the bow.

Currently there is no charge for a pleasure craft license.

THE JET SET



Bradley Schmidt
National Power and Sail Squadron

It's human nature to celebrate "firsts" – your first date, first job, first time away from home. Of all these celebrations I recently learned that the first time tying up to your own dock holds a special kind of appeal. As I mentioned in a previous article I did something out of character – rather than pinch pennies and cobble something together myself, I purchased an aluminum pipe dock system at the Toronto Boat Show.

This past spring I picked it up from the manufacturer and a week or so later braved the icy cold waters of Lake Kawakamak to get it installed. In total I invested in three 6 ft x 10 ft sections complete with composite decking and all the bells and whistles. The system was very well engineered and I was able to put it together easily. Each section, without its decking, weighs about 100 lb, so I was able to carry them down to the shore and into the water single-handedly. After placing the sections, the legs are adjusted to get the frame level, then the decking sections slide in as a final step. I wouldn't recommend installing one yourself unless you like being in the water. There is simply no way to get everything adjusted and set without being in the water with a socket wrench in hand. I even had to dive down to the bottom to get each foot situated the way I wanted.

My water depth at the end of the dock is over nine feet deep. Most pipe dock systems can't handle this kind of depth, but

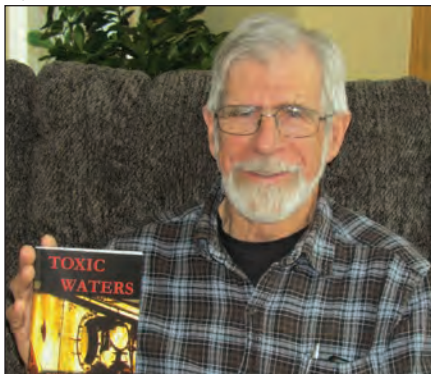
the system I used, by DockinaBox out of Barrie, Ontario, has some neat innovations that make this possible: The legs splay out slightly, giving each section inherent stability versus vertical pipes. The feet allow the pipes to go right through so that some of the pipe sticks into the lake bottom below the foot. Also, custom pipe extrusions are available in heavier material, or "tri-rib" like I used, which seems like it would be impossible to bend. Of course I also used a diagonal brace on the end as well.

In a more typical installation you could simply walk the entire length of the dock into the water, then set the leg heights. Because of my depth, however, this was impossible. I set the first two sections the normal way, then floated the last section out on a piece of foam, dropping the legs into position from a boat. I intend to take it out in the same manner.

I couldn't be happier with the appearance, performance, and installation of the dock so far. In all honesty my "first time" tying my boat to the dock has been my only time. Recent weekends have been so rainy that all I can do is look at the boat (it sure does look nice). The nice thing about an investment like this though, is that I literally have years to enjoy it, so I'm in no rush. Now on to the next "firsts" – the first time catching a whopper off the dock; the first time water skiing from the dock; the first time someone miscalculates and falls off the dock. I can't wait.

From the Ranks – David Ferguson

by R. John Garside AP



“We wanted a larger boat and proper training”

Thirty five years ago David and his wife Pat ventured out into the North Channel from their home in Elliot Lake in their sixteen foot daysailer and knew right away that they both wanted a bigger boat and proper training. So in 1982 David enrolled in the Elliot Lake Squadron's Boating Course and began his tenure with CPS-ECP. David found the training to be top notch and followed the Boating Course with Seamanship Sail, Advanced Piloting and finally Weather. “I really enjoyed the courses and many key learning points came my way in the Seamanship Sail program, and these I feel are all essential courses to have if you are going to venture out on the big waters of Georgian Bay.”

On the night of his Boating Course graduation David became a member of CPS-ECP and promptly joined the Elliot Lake Squadron's Bridge as Executive Officer. He said that he had been forewarned about the thin ranks of the Squadron at the time and felt that he could be an asset, so after one year as Executive Officer, David then moved up to be the Commander. This position was held for two years and then he moved into the teaching end and became the Training Officer. However, a work transfer a few years later found him now in a land locked southern Ontario position so he stepped back from his involvement in CPS-ECP.

David's early years were in Kingston, Ontario and then the family

moved to Streetsville just west of Toronto. After high school he then went off to college at Sir Sanford Flemming in Lindsey which was just opening up. As a result David's classes were often in the local repurposed Nunnery so he said with some pride, “I am one of the few males that graduated from a nunnery!” In 1975 he began working with the Department of Lands and Forests at an eastern Ontario fish hatchery. Eventually this department's name changed and is now known as the Ministry of Natural Resources. Then came his transfer to Moosonee, “and that was a bit of a culture shock.”

For David this was his first real exposure to a First Nations People and “it was quite a learning experience.” Three years of working in the area was an eye opener and good fortune came his way. While there he met a nurse who soon became his wife. However, living in Moosonee was not an option as there were no married living quarters available, so a transfer was applied for and soon they were both bound for the booming town of Elliot Lake located on the shores of Georgian Bay. There we both “found adventure!” There were lots of rowdy miners to deal with, and as a new Ontario Conservation Officer the ongoing poaching of wildlife kept him very busy.

David then commented, “Now, of course, Elliot Lake is a retirement site. It's a town of grey hair and scooters, quite a change from my days there.” He continued saying, “Now it is quite a respectable town and the lawns are even well kept, but not in my days!” The Elliot Lake Squadron offered lots of opportunity to meet fellow boaters and he and his wife “enjoyed associating with fellow boaters and introducing the newcomers to the joys of safe boating.”

While enjoying boating, David also knows some of the dangers of boating. One night the Conservation Officer and his deputy were out in a 14 ft fishing boat just after the ice had moved

out when they were suddenly thrown into the water. The boat's small 9.9 hp motor was still running and the captainless boat began to travel in a large circle. Fortunately both men had their floatation suits on, but the water was cold, so it was important to get back into the boat somehow and return to the land. David began swimming toward the circling boat trying his best to reach it even though his work boots were weighing him down. Finally he was able to reach the side of the passing vessel, reach up with both hands, grab the side of the boat and then with a swift arm action hit the kill switch located at the end of the motor's tiller shaft. The vessel then came to a halt, but by this time his deputy had been run over by the vessel several times. Hauling him out of the water was next. This was achieved with no propeller damage. The trip back to the shore was not long, but the effect of the cold water was certainly becoming apparent. Hypothermia is not only a danger in the far north but in every Canadian lake and you always have to be careful. Back on the land and in their vehicle they both sat and warmed up knowing how fortunate they were.

Working with the Ministry of Natural Resources David got to operate a large number of government watercraft, everything from paddle canoes to the larger 33 ft twin diesel patrol boats. His first squall experience was here on a river. Just after arriving in Moosonee he was patrolling a stretch of the river in a 14 ft aluminum boat with a 25 hp outboard. This river is in an area where there are very few trees and the land is very flat. A thunderstorm suddenly appeared in the west and moved rapidly toward him. As luck would have it his destination was up river, in the direction of the approaching storm! So at high speed he zipped along and as the line squall hit the boat it became airborne and floated on a cushion of air for 50 or 60 ft with only the

Continued on page 46

From the Ranks – Barb Hickson

by R. John Garside [AP](#)



“What has started has to be finished.”

Some of us take a boating course to learn more once we have purchased a boat and others like Barb Hickson are drawn to the course for a totally different reason. For Barb it was back in the summer of 1995 while boating with a good girlfriend. They were on their way from Toronto to the popular weekend spot of Port Dalhousie located in the southwestern corner of Lake Ontario. Barb's role was crew at this point and with the weather being very steady and pleasant there was time to read through the local information books and appreciate the passing scenery as well. Several hours into the trip Barb asked her friend, “Where are we?”, the skipper did not know and just pointed off into the direction that they were heading. Barb then noticed that the group of sailboats that they were shadowing were now taking a different course and moving around a seemingly hidden object in the lake, and “we were going right through it”. It turned out the obstacle was not a rock or a shoal but the area marked on the local charts as a shooting range! Barb and her friend were sailing right through the potential impact area of the Winona Rifle Range. Definitely not a wise thing to do.

“I like to feel safe and comfortable when I am doing something”, so after this experience Barb enrolled in the North York Boating Course, “even though they were three weeks into it already and I really applied myself.” The topics covered were all quite

interesting but it was the chart work that captivated her attention and Barb excelled in it. Being a detail oriented person, charting was just easy for her. Using her reasoning skills and ability to really understand the charts and the information being displayed made for some very interesting hours at home doing all the homework. Each and every one of the mandatory and optional cruises were completed and with this knowledge now in hand, Barb was always the navigator on any of the future boating trips as it was important, “to get to that destination, safely!”

Of course taking the course is one thing, studying for it is another. Barb commented that “the week before the exam I actually checked into a local hotel for the weekend and studied everything.” She was successful and at the graduation Barb was the class valedictorian! With this course behind her Barb then felt that it was important to give back something as she “comes from a family of volunteers”. Volunteering was nothing new to her as both her parents volunteered their time to worthy causes like the St. John's Ambulance. As a teenager she had done quite a bit of volunteering as well, “it was in my blood to help to do something and give back to the community”. With considerable enthusiasm Barb then joined the North York Power and Sail Squadron Bridge. At first she took on the task of being the social convener and then moved up the ranks to Executive Officer and eventually became North York's very first female Commander. This was in the days of uniforms and lots of pageantry so several of the older crowd were quite taken aback when Barb announced that as Commander she would most certainly wear the uniform “but not the sash!” which was a standing item listed in the old Regalia catalogue for female Commanders to wear. So “sash-less” Barb went and helmed the ship for several very successful terms. Barb has since stepped down from being the Com-

mander and has continued to serve on the bridge. She is now entering her 21st year!

It has been over twenty one years since her Boating Course but a core group of people that were in that very same class are still active in the Squadron and continue to support Barb in many ways. “We became friends then, and we are still good friends now, we still get together today”. For Barb “the best part of being in my squadron is the great friends I have made and the many memories we have created and shared over all the years, in particular several great boating trips as a group that we took in the Thousand Islands and on the Rideau Canal system. This network of good reliable people has been a great resource for the Squadron's work.”

Barb is also active at the District level in York East. She has been attending the District meetings for several years and since 2012 has been their Administration Officer. One of the more unusual events the District got involved in was back in 2015 and it was billed as “The District Environmental Clean-up Day”. This was a conservation initiative of the Vancouver Aquarium and World Wildlife Fund which was part of the Great Canadian Shoreline Cleanup sponsored by the Loblaw Companies Limited. So on May 1, 2015 twelve CPS-ECP Members from York East, which included Barb, scoured the shores of Cherry Beach in Toronto and gathered up 95 kg of trash!

Being part of the York East District means that Barb has also spent a great deal of time at the Toronto International Boat Show promoting CPS-ECP to the public. “In the past our booth was not in the best position but now we have a much better location. Now we are front and centre”. This year there was lots of traffic and the new Boating Simulator was on site too. The simulator certainly gathered a lot of attention and “people were fascinated with it! Unlike in the past this

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Reaching Out With CPS-ECP Courses

Sociologists are telling us that we are living in the period of the Second Renaissance. New initiatives and devices are being introduced daily around the world. Peoples' daily schedules have become different from what they were in the past. Schedules must become versatile to meet the needs of their work, both in the places where they work and the hours they must make themselves available to carry out their communications and transactions.

As a result of this CPS-ECP has been attempting to make our courses more accessible for these busy people, our potential customers. We are studying how we can enlarge our catchment area of today's boaters. We have been piloting different methods of delivering our many courses and evaluating what we think would be the best learning environments to accomplish our mission of increasing the number of safe boaters on the water. We are strong teachers in the classroom and will always offer our courses this way. However we now feel that we must enlarge those walls of the classroom by offering our courses with different approaches as well.

Some of our instructors have incorporated the available tools of Skype, GoToMeeting and GoToTraining to offer their courses to those students who cannot commit to the weekly classroom approach. These types of lessons are being used by students no matter where their location is and at his or her available time. They are using a variety of electronic devices like a laptop, iPad, Smartphone, etc. to do this.

After three years of studying and experimenting with different programs the Outreach Education Team has arrived with five various approaches that we find successful to present our courses. There is much academic terminology being used by various institutions. The chart below describes the names and

the descriptions of the methodologies we are endeavouring to offer.

All of the above instruction methods use what is called a "blended learning approach". A variety of resources such as text, video clips, online discussions, web links and PowerPoints are integrated within our courses.

Instructors who have developed these approaches to offering courses for their students are willing to host their course to cover a larger geographic region than their own. Other Squadrons wishing to participate in the course are required to provide an instructor tutor to work with the student in their area. Lessons will be taught by the host squadron using various devices. The local tutors work with their student teaching hands-on topics like chart work, knots and using the sextant*. We feel these topics require hands-on reinforcement.

*Tutors may contact their students personally, by phone or computer as the situation allows. Past experience suggests this usually means from three to five sessions.

If a Squadron would like to create and offer a course using one of the approaches listed above, the Outreach Team is willing to work with your instructors to train them how to set it up. The Team will also assist the instructors with delivery and launch of their course until instructors feel confident in their delivery.

Carolyn Reid, SN, Outreach Team Chair
reidcar@rogers.com

CPS-ECP Course Delivery Approaches 2017		
Description of Approach	Features of the Method	Current Examples being Offered
1. In Classroom Course	<ul style="list-style-type: none"> 'face to face' training 'same time' instruction one location 	<ul style="list-style-type: none"> regularly scheduled at a specific location
2. Online Classroom with tutor support	<ul style="list-style-type: none"> 'same time' group communication from own computer anywhere individual access to an assigned tutor 	<ul style="list-style-type: none"> Rideau District Boating 4 (NSN) Rideau District Boating 2, 3 (Beyond PCOC, Plotting Intro)
3. a) Online Course b) Online Course within defined dates	<ul style="list-style-type: none"> 'anytime' 24/7 individual access from own computer anywhere computer tutorial support available during defined date 	<ul style="list-style-type: none"> Transport Canada PCOC Intro to Weather (Beta course begins September 25, 2017)
4. Online Seminar/ Webinar	<ul style="list-style-type: none"> 'one time' short scheduled presentation 	
5. Self-Study with CPS-ECP supervised testing	<ul style="list-style-type: none"> 'anytime' 24/7 individual access material provided in computer program, ebook or print tests are administered by CPS-ECP instructors 	<ul style="list-style-type: none"> Kingston Boating 1 (PCOC) Maritime Radio (ready September 2017)



The float that boats

Don Butt, AP
Gabriola Island Power and Sail Squadron

Like just about everything else, it began with an idea to solve a problem. How are we going to make our fledgling Squadron known to the community? How are we ever going to attract a class from a defined population of only 4,000 on a Gulf Island, named Gabriola. The annual Gabriola Parade Day was fast approaching, where businesses and organizations strut their stuff in makeshift floats along the main street, when someone said “why not us!” A float for the parade was hastily put together with an old 12 ft dinghy of sorts atop a trailer. A mast with “Power Squadron” “Boating Course” emblazoned on a sail completed the project. But the real appeal was the miniature Squadron paper flags glued to a straw, handed out to the excited children along the route. It was dubbed “the float that boats”.

That event eventually fizzled out when no volunteers in the community could be found to arrange future events, so now what. Hatched was the vision of a boat, constructed on a sturdy trailer that could be towed to the many events that occur annually on the island - Marine Day, Lions Concert on the Green, the Salmon BBQ, and even to the shopping centre a week or two prior to the start of our courses with appropriate ads of course.

Our Education Officer, Ralph Hagen, quietly began planning. Being a detail person, he drew up scale plans for a tug boat sturdy enough to be safe to accommodate a large crew of

children eager to climb aboard and pretend to be captain. The wood and all other material including paint was donated by the local lumber and building supply company, There was discussion about how thick the plywood should be and what colours she should display. A member of the Bridge donated funds sufficient to purchase a used trailer, and other members with welding skills altered it to fit the specifications of the new craft. Other members gave their time to help with the construction, and the progress was monitored by regular visits from curious neighbours and Bridge members. She was proudly launched with appropriate ceremony at the building company’s parking lot with the son of the owner of the building supply company at the wheel. He was the Squadron’s youngest Boating student at age 10 - and had successfully completed the course. She was christened “Li’l Gabe”.

Li’l Gabe is now a recognized icon on the island, well known and eagerly anticipated by children, while their parents look on. The craft has been maintained with paint and regular cleaning. It is not a boat that floats, rather there are drains for water to escape when it rains. The smoke stack (a red painted pail) and mast with flags are placed in position at each showing. She has stood up well over the years, and we look forward to many more appearances on the island. It has accomplished its purpose - bringing the Squadron into the face of the public in a way that can be enjoyed by all watching the young live out their fantasies of helming a ship on the seas.

Ideas and visions really do work when brought to reality. And yes, it is all fun.

Squadron Commander Interview Gina Lee

by R. John Garside AP



Squadron: Peterborough Power and Sail Squadron

Location: Peterborough, Ontario.

Squadron Commander: Gina Lee

Warrant Issued: 1959

Membership: 180

Life Members: 9

Newsletter: Nautical Notes

Dedication to duty and wanting to lend a helping hand certainly has paid off for Gina Lee, the current Squadron Commander of the Peterborough Power and Sail Squadron. Gina first became involved with CPS-ECP not as a student but as a recording secretary on the Peterborough Bridge. Retirement had just taken place and being new to the area Gina and her husband Jim were looking for something to get involved with. Jim, being a long time boater, had become involved with the local Squadron and asked Gina if she would be interested in helping out. Gina then gladly took up her writing utensil and became the Squadron's recording secretary. However, "I didn't have a vote on any Squadron issues! I wanted my opinion to count, so I needed to join as a member", so Gina took the Boating Course in 2010 and became a very active member. Since that time Gina has filled the positions of Secretary, RVCC Coordinator and now is the Commander.

Gina says that the best thing about being part of the Squadron is "we are fortunate to have a group of officers who are concerned about the Squadron and dedicated to ensuring its longevity. They come up with great ideas

and try to address the ongoing issues of the Squadron and CPS-ECP in general. And they are a great team to work with!" Her first National Conference was quite an eye opener, "There was so much to see and learn and our communication has improved a lot since then too." Each year the Squadron sets a very realistic budget and Gina advises that everyone, "spend it wisely".

There are other concerns of course, and one is the membership. Gina asks "How do we get students into the seats? Well one answer was to conduct a workshop and while the workshop was taking place target some of the participants. Marketing too is important and all the officers are part of the decision." Currently there are sixteen executive and special officers involved on the Bridge and a few do double duty as well. The Peterborough Bridge has monthly meetings except for July and December and each one lasts from one to two hours. Attendance is very good and specially good during the OSPCA National Cupcake Week (last week in February) when Gina makes several batches of cupcakes which are sold for the good cause!

The Peterborough Squadron is also well represented on the Quinte District Council with Gina holding down the position of Secretary and others occupying the position of District Commander, Membership and Communications. Gina commented that "It is critical that Squadron Commanders attend the District Council meetings as communication is both up and down. And it is 100% better because we participate and are aware of the changes that are taking place both at the National and District level. If the Squadron Commander avoids the District, it is a disservice to the Squadron."

Peterborough has also been very active in the community. Gina mentioned that at every opportunity the Squadron tries to get its message out through printed leaflets and engaging the public in discussions at various boating events

in the area. In an effort to keep the Squadron in the public view last March a seminar on Safety and the Rules of the Road was offered to the public and admission was free. During the summer of 2016 a seminar on locking was held at the Skyline Resort which was supported by Parks Canada that operates the Trent Locks. Afterwards a barbeque was held and again, admission was free. "We try to be in the public view as often as we can", Gina said, "and by participating in the local boat shows and events this really helps us reach out to the public." In 2016 the Squadron did 63 RVCC checks and also participated in a Flare Disposal Day which saw several hundred old flares turned in.

The Squadron's newsletter, Nautical Notes, is published every two months and is posted on their website and sent out to all the members via email. Gina said "The current editor is quite the techie and has included great information about helpful websites, winter projects, with social and educational offerings for all. This way we not only keep in touch with our membership but we also provide good and timely information."

One thing that is a bit unusual is the annual Squadron's Summer Yard Sale! When I asked what is offered Gina commented, "everything!" Her list of items included all the usual nautical things like anchors, lines, and PFDs along with a few surprises too. Then at the end of the sale a celebration barbeque is held.

Gina also pointed out that it is important to seize every opportunity to publicize yourself as they had a wonderful opportunity last year to be featured in the local Kawartha Cottage magazine. It all started out with the Peterborough Squadron wanting to place an ad in the publication. In conversation with the editor this grew into an great article and grew to cover a whole centre spread in the magazine! "It was great coverage for both us and CPS-ECP", and we will be

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Continued from page 41

From the Ranks Interview – David Ferguson

propeller in the water! It was quite a ride and David was very glad he had his PFD on.

When I asked him about his hobbies he said, “Too many, though usually one at a time.” His interests include model railroading in the HO scale, RVing with a fifth wheel trailer, boating in the North Channel of Georgian Bay and hunting. With this interesting mixture I inquired about any unusual talents or interests. David informed me, “being the least academic in my family, writing novels would rate as an unusual talent.”

So with that information at hand we spoke about his writing career. “It all started on a Commodore 64” and he realized that if he wanted to be part of his family’s life the writing part of his life would have to be sidelined until his two daughters grew up. But once they were off on their own he

got out his computer again and four computers later his first novel, *Toxic Waters*, was ready to launch at the end of 2016. Being a Conservation Officer certainly helped in providing not only a setting but also many of the characters. David sent me a copy of his novel which you can read the review of in this issue’s Recent Reads.

David has boated throughout most of Georgian Bay and is very familiar with the North Channel’s hidden inlets and coves. His current vessel, a 75 hp runabout, can be launched from his own front yard and “I can be at most of my favourite North Channel destinations for a picnic and a swim in under an hour.” He has put both his Georgian Bay and his boating knowledge into his book and it certainly shows.

When I asked David about his thoughts on CPS-ECP he said “Through no fault of its own, I think CPS-ECP is going to

be in for some tough times. In an era of when “me first” so often appears to be the prevailing attitude, volunteerism has been fading in almost all of our traditional service organizations. In order to rekindle the enthusiasm CPS-ECP used to exude, we need to be thinking outside of the traditional box. And CPS-ECP needs to carry on its present excellent training programs but also come up with that special something that will catch the enthusiasm of the next generation of boaters. While we of great experience are very smart, and know almost everything, the next generation should not keep expecting us old, set-in-our-ways Boomers to have all the answers!”

Continued from page 42

From the Ranks Interview – Barb Hickson

year we had a laptop on site and could provide each person with all the contact information for their area. Most of the people that come are not from the GTA but from the outside the area. So this way they get the information they need and want”. Barb felt that this was a much better procedure to follow than what was done in the past.

When Barb is not delving into CPS-ECP matters she likes to nurture her container gardens and also likes to cycle but not with a real bicycle. She attends spinning classes at her local gym. Then of course there is her passion for reading “almost everything, but not fluff!” Barb also commented that “what has started has to be finished”, and while on vacation it usually amounts to a book a day, so up to fifteen books accompany her each year to her vacation spot.

When I asked about her boating travels Barb replied, “My boating travels have been on Lake Ontario, Georgian Bay, the Rideau Canal sys-

tem, and bareboat chartering in the British Virgin Islands. I don’t own a boat but have been very fortunate to have many friends with boats who have included me in their plans. This has included sailboats and power boats”, and no doubt with Barb’s enthusiastic charting ability she is in high demand.

Barb has earned twenty one Merit Marks in CPS-ECP and I have known her for much of that time. When I asked her about her thoughts on CPS-ECP and the future I was listening carefully. Barb said, “I believe that CPS-ECP will continue to make changes to, or add, courses and seminars as needed over time, based on the needs and wants of students and members. Many young people and potential students are not buying big boats and their focus might well be on paddle sports. I also think with constantly changing technology and social media that CPS-ECP will adapt accordingly. The changes to the inter-

net website at National should also be extremely well accepted by the members and certainly will help to alleviate some of the frustration felt by the users of WBAS.” As to the situation the Squadrons find themselves in Barb commented “I think we will continue to lose squadrons entirely or have many more merge with each other over the next few years. In some cases this will be out of necessity as there are just aren’t enough new volunteers to fill the executives. I also think that many Squadrons will join forces to run their training programs together.”

So I can see that both the North York Squadron and the York East District will be delighted to have Barb aboard for the next few years, carefully charting both the direction of the public image and the course offerings of CPS-ECP and the needs of the Canadian boating public.



Why Should I Take a Boating Course?

John Gullick, AP
Manager, Government and Special Programs

A question that I get asked a lot is “Why should I take a safe boating course?”

Let me start by asking you the following question: Would you start driving a car before taking a course and/or driving lessons? The answer is probably no and for good reason.

When it comes to operating a boat, especially a power boat, personal watercraft or sailboat, I often ask the same question and the answer I get is usually very different. Most people believe that operating a boat is much easier than operating a car and I would respectfully suggest that this is far from the truth.

Let's think about it and follow the comparison. When you do the written portion of your driver's test you have to be able to identify a large number of signs. The same is true for travel on the water. I counted up the number of different signs, markers, lights and flags that are noted in Transport Canada's Safe Boating Guide and there are over 60. Add to that which side of the boat you keep certain markers on changes depending on the direction of the water flow and you have to know how to determine that.

Let's go even further. You are required to carry up-to-date charts, the water version of road maps, on board. To be able to use them you also need a magnetic compass and an understanding of the symbols that are noted on the chart. There are literally pages of those. In fact there is a whole book dedicated to charts, their symbols and how to read them.

Now let's look at the operation of the vessel itself. Power boats, personal watercraft, sailboats and paddle boats all perform differently, just like cars, trucks, motorcycles and bicycles. When you turn the steering wheel on a boat it is the back end of the boat that moves first, not like the front end of a car. When you take your foot off the gas in a car you can still turn left or right with no problem. The same is not true in a boat. So much so in some cases that, without power to drive forward motion, the boat or personal watercraft will not turn at all. Cars have brakes; boats don't and rely on reverse thrust or friction to slow the boat down.

Most cars also contain all the required safety equipment already built in. The same is not true of boats.

Different types and sizes of boats require different safety

equipment on board, in good repair and accessible. You need to know what that equipment is and how to maintain it. For the most part seat belts are the same but lifejackets and personal flotation devices (PFDs) are not. Today PFDs are purposely designed for different types of on-the-water activity and you need to know how to choose the right one for what you do and how to maintain it.

Last but not least, let's consider weather. It is true that in a car you have to consider adverse weather conditions, especially heavy wind or rain, but in most cases you are protected from those conditions and can carry on to your destination. The same is not true on the water. Slight changes in the weather can call a halt to what started out as a fun day on the water. Even too much sunshine can have adverse effects and you need to know when to recognize that and how to do something about it.

Are you beginning to get the picture? I have not yet talked about Cold Water Shock due to unexpected immersion or the dangers of carbon monoxide.

The body of knowledge that is required to pass the test for your Pleasure Craft Operator Card (PCOC) now has 257 key learning points and that covers only the basic level of knowledge that is really needed to understand fully and enjoy a safe boating experience for you and your family and guests.

Canadian Power and Sail Squadrons (CPS-ECP) offer a range of classroom and home study online courses and seminars that cover everything from basic boat safety, handling and navigation to advanced navigation, offshore cruising, local and global weather, marine electronics, marine maintenance, distress signalling and much more. Go to: www.boatingcourses.ca. Courses are usually offered during the winter and early spring months so you can enjoy year-long boating experiences, learn a great deal and make many new friends that share your passion for boating.

It is said that knowledge is power and when it comes to boating you can never have too much of it. That knowledge can give you the confidence to really enjoy your boating experience and it can give others confidence in your abilities as a safe boat operator. The best trip is always a safe return trip.

Searching for Shipwrecks

Part Two



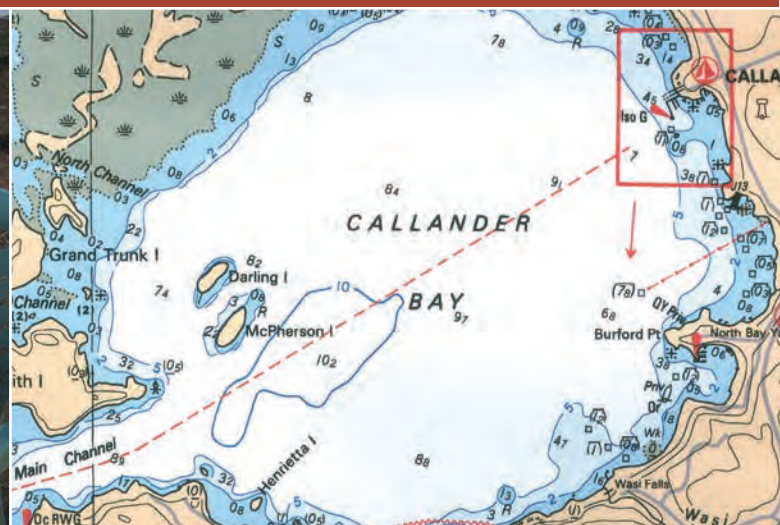
R. John Garside, *AP*, Editor-in-Chief
Prince Edward Power and Sail Squadron

It was August again and I was heading north to Lake Nipissing for my annual boating holiday at Camp MacMac, the remote fishing camp located on the south shore that my wife and I had been visiting for the past few years. This year the talk was about the drought. The spring rains had been a bit on the thin side and for the last few weeks there had been no rain at all. The ground was parched and the lakes thirsty for more water. Lake Nipissing's water level though is controlled by two very large dams that empty into the French River so I felt all would be normal. That was not to be.

We arrived at the pickup point, Wades Landing, to discover the water level of the lake was very low indeed, in fact many of the docks had almost no water at all under them. When Cliff, the camp owner, arrived, he docked the Lady Mac at the tip of the wharf instead of the side because of the low water level. Speaking to him as we were loading the boat he mentioned that the water level was the lowest in over fifty years and it was about four feet below normal! Of course that meant that all those hidden rocks and shoals were now not so hidden and travel on the lake had to be done very carefully. Now for many the concern was about the fishing and how it was being affected, but the fishing was fine and not hampered at all.

However, back at the camp while setting up my boat, Cliff mentioned that one benefits of the lower water levels was how many old docks, wharves and other artifacts could now be seen that were not visible before. One of these items just happened to be an old wreck that could only be seen when the water was very, very low and this year it had come to the surface for the first time in living memory. Intrigued I asked where it was located and its background.

Cliff, ever the local historian, then filled in the blanks for me. Just south of North Bay is the small town of Callander and during the late 1890s it was a busy shipping port for rough cut lumber and local fisherman. Much of the lumber trade was carried out close to the shoreline and involved tug boats and barges to move the final product to market. The town of Callander decided that one year for some added excitement it would be a good idea to torch one of the older tugs that was no longer in use. This would attract a good crowd and be something to watch, while having a few drinks, and celebrate the coming of winter. So in the late 1890s the fated tug was placed in the centre of Callander Bay and set alight! The tug burned very nicely and drifted towards the far shore where it burned to the waterline and sank. It was then forgotten and Callander moved on to better things. However, every few years the bones of the tug would break the surface and be a reminder to the town of the event that took place on that December evening long ago.



With this information I knew I just had to make the trip to see the wreck. With my charts at hand I carefully began to plan my journey. Callander Bay was at the far eastern side of the lake and it would take me about two hours or so to reach. Once there I would then have to find the wreck, take some pictures and return. This I decided would be a perfect way to spend a day, exploring for a new shipwreck!

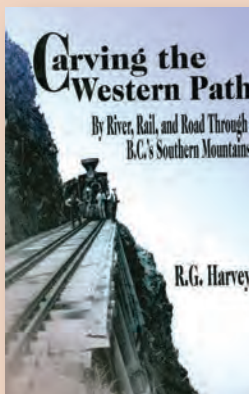
What was also interesting is that unlike my first shipwreck search this wreck seemed to be marked on the chart so finding it should not be too difficult, however low water could pose a problem. Looking carefully at the charts I planned my expedition and set out a few days later. I departed just after nine in the morning and headed east into the bright warm sun. The water was fairly calm and the visibility was perfect. Even the rocks were easy to see and avoid. I set my course to travel to the north side of the lake via the Goose Islands and then travel along the north shoreline towards the city of North Bay. Once there I would top up my fuel tanks, eat my lunch, and then head off to Callander Bay where the wreck should be. I was not disappointed.

The outward trip was very pleasant and the weather perfect. On entering Callander Bay it was well marked and soon I found my bearings and began looking for the wreck. I carefully took my binoculars and began scanning the surface of the water for the telltale signs. And much to my

surprise just a few hundred yards away was just what I was looking for! The wreck, or at least what remained of it. I carefully moved my boat to the site, lifted the motor out of the water and stared down into the water. It was quite shallow, only about two or three feet deep and there lay the old tug's remains. There was not a lot to photograph but the ribs and remaining planks certainly held my attention. For the next hour or so I carefully paddled my way up and down the wreck inspecting it. The biggest surprise was all the fire bricks! It seems the vessel was stripped of its engines and other metal fittings before the burning so the only thing left of any value were the fire bricks that supported the boiler. So just over one hundred years later all that remains of the tug are a few ribs, planks and a whole host of bright red fire bricks! After taking numerous pictures I departed and headed back to the fishing camp, very pleased to have seen the wreck. I began to think about where I might find my next wreck, but that would have to wait until I spoke to Cliff, the fountain of all shipwreck information, at least on Lake Nipissing!

New Recent Reads Book Reviews

Reviewed by: R. John Garside, AP



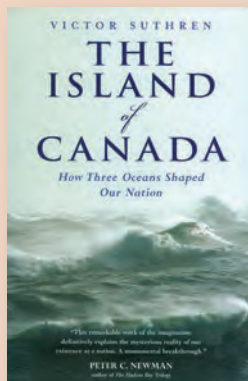
Carving the Western Path

Author: R.G. Harvey
Pages: 236
Published: 1998
Publisher: Heritage House
ISBN: 978-1-895811-62-9

On a recent vacation to British Columbia I had the pleasure of driving from Ontario in this very beautiful western province of amazing contrasts and features. On my return trip to Ontario I began at Prince Rupert on the north west coast and travelled down the vast plateau occupying the centre of the province. It was my first time visiting this area and I was amazed at the number of towns and the network of roads and railways.

On a stop in Quesnel the local museum was full of interesting books and this is where I picked up this book. Once back in Ontario I sat down to read about the opening of B.C.'s interior and it was quite a revelation! Of course it all starts with the discovery of gold and that brings a huge number of people into the area and all of these people need to be fed and supplied with tools, lumber, and various other items. The book carefully illustrates each step of the development starting with the waterways and ending with the duel between the roads and the railways. I was quite amused at how blatant the railways were at the time, often building their tracks right over an existing road!

Each mode of transport is well described and there is a very good selection of maps and other illustrations to show the reader the path being taken. There is also a whole series of period photographs showing the actual ferryboats, wagons and railways that were used showing how dangerous travel at that time could be. I particularly liked the railway shots as many of the lines seem to be just carved out of the side of the mountain! The book also points out how the politics of the time influenced not only the routes but also the development of the towns and the overall economic network of the region. A network that is fascinating to travel and explore.



The Island of Canada

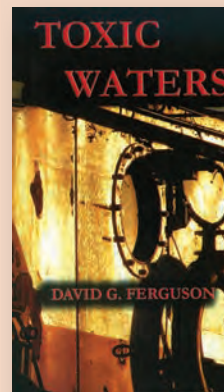
Author: Victor Suthren
Pages: 362
Published: 2009
Publisher: Thomas Allen Publishers
ISBN: 978-0-88762-406-3

The title was the first thing that caught my eye, that Canada might be considered an island was an interesting suggestion so I bought the book and began my read. I was not disappointed. The book is really a fascinating look at how the various water bodies surrounding and, within our country, have shaped our history and development of the people and vessels found within the various rivers, lakes and oceans.

It begins with the far past and how the First Nations People moved about the land and used the waterways to move their trade goods and products. Their knowledge of the interior was quite extensive and based often only on memory as they did not have any maps or charts. Then along came the Europeans who often befriended their First Nation contact and began to explore the country and generate the very first image of the interior. These images are quite accurate and in each and every one of them, the waterways are featured as the key mode of travel into this new land.

The author takes you on a time journey from the far past and looks at each major waterway of the country and illustrates how it helps or hinders development. Today many of these waterways are still in use and the amount of commercial traffic on them is quite significant. In fact in some cases new waterways are still being explored as the Arctic ice retreats and opens up the North West Passage to new vessel traffic, both commercial and recreational.

The author points out that as a nation we have the longest coastline in the world and water has been a very essential part of our history, not only in the past but also for the future. Something that we all should take note of.



Toxic Waters

Author: David G. Ferguson
Pages: 248
Published: 2016
Publisher: North Channel Novels
ISBN: 978-0-9939522-0-3

For those of you who cruise the waters of Georgian Bay and Lake Huron this book should certainly be on your bookshelf. It came to me directly via Canada Post from the author who just happens to be a CPS-ECP member. The striking cover caught my attention and on the weekend I sat down to begin my read. I was not disappointed.

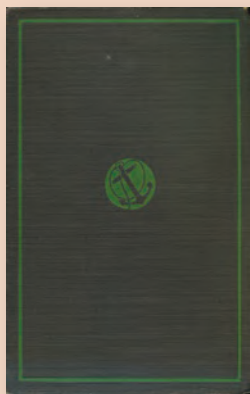
The book is a work of fiction that draws on the professional experiences of the author as a conservation officer working in the province of Ontario. The book explores the events surrounding a toxic waste company that is not always operating above the law. The main characters are all quite real and I felt as I was reading along that I actually knew some of them. The location of the action was also very real as it takes place on and in the waters of Georgian Bay and Lake Huron on which I have boated for many years.

The author gets into some very interesting details of the shipping on the Great Lakes and in particular, the towing of barges by tugs. In addition to this his understanding of the nature of pleasure boating on these waters adds a great deal of interest and local colour.

The plot is most interesting and incorporates many of the frustrating things that come to plague boaters on the water. In particular I enjoyed the VHF Radio parts that illustrate the need for everyone operating a radio to know what they are doing and why it is so important to be listening to Channel 16. Though this is a work of fiction I enjoyed the plot twists and turns and then sat down a second time to read the book over again with my Georgian Bay Chart #2201 at my side and was amazed at how many rocks and shoals there really are out there!

Readable Relics Book Reviews

Reviewed by: R. John Garside AP



Captain Salvation

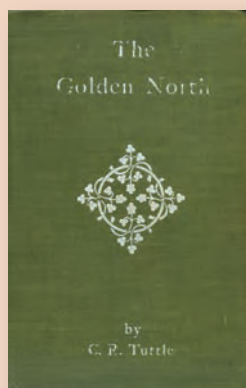
Author: F. W. Wallace
Pages: 397
First Published: 1925
Publisher: The Musson Book Company Ltd.
ISBN: n/a

This book is one of the few that I have reviewed that actually was made into a movie. Written in 1925 it was released in 1927 as one of the last big silent movies. The book centres on the fictional town of Anchorville, Nova Scotia and the fortunes of several of its population. The lead character Anson Campbell returns to his home town after spending a few semesters at a Presbyterian College located in Boston. He is not happy following his studies and wants to return to his home town and go to sea. The story is set in the years of the 1880s and illustrates the various public values that he encounters upon his return.

Being a determined young man he decides to put to sea and prove himself and to forget his disappointing relationship with a Mary Philips who is no longer interested in him and has pledged herself to a new man, a Mr. Page. The author then takes us on a voyage of not only discovery but also of morals, religion, and the world of ship-building and commerce.

The fortunes of Anson are mostly good and over time he becomes quite successful and returns to his home town to flaunt not only his wealth but also his lifestyle. The townsfolk are not amused and are more than happy when he departs and sets sail on the newly built Aphrodite, a ship of graceful lines and one of the last ships to be built in Anchorville.

The voyages of the ship are well described and over time Anson becomes more and more obsessed with commerce and the pursuit of women, one in particular that nearly ruins him. However, a twist of fate re-unites him with his first love, Mary and the resulting complications make for a truly memorable read and movie.



The Golden North

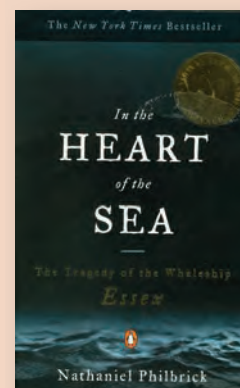
Author: C. R. Tuttle
Pages: 307
First Published: 1897
Publisher: Rand, McNally & Company
ISBN: n/a

This volume speaks to the land mass north of the 60th parallel of latitude and does so with a very sweeping recommendation of all that is there. The publishing date of 1897 was particularly interesting for me as this book is a vast survey of the far north just as the gold rush was starting in the Yukon. The author was a very well-known and respected writer and delved into many areas of interest, both historically and geographically, concerning North America in the second half of the 19th century.

The opening chapters review the influence of the gold rush and how vast vast the land is both in size and in the various resources to be found. The abundant presence of gold is described and for those interested in knowing about panning for gold there is even a step by step list of instructions to follow! The north of course is not for the faint hearted and this is addressed by the author. There is even a climate and weather commentary for each of the various regions that are touched on.

As a long time student of the Hudson Bay Company I found the book was a very valuable source of information as it even has a listing of all the trading posts in the Canadian Northwest and Alaska. Reading through the list, all 561 of them, makes you realize that these trading posts were not only a trading centres for the local people but many of them become future town sites and even provincial capitals!

The author also has a chapter on the then current (1896) Alaskan boundary dispute and its slow resolution progress. For many this book will not be an interesting read but as the Canadian North becomes more prominent in our economy this book certainly paints a very positive picture of its potential as it was seen over 100 years ago.



In the Heart of the Sea

Author: Nathaniel Philbrick
Pages: 302
First Published: 2000
Publisher: Penguin Books
ISBN: 0-14-10.0182-8

This book deals with the well known sinking of the whaleship, Essex, out of the port of Nantucket. Anyone who has read Herman Melville's Moby Dick will be familiar with the story line as the ship is sunk by a white whale. The story of the Essex though is not fiction but based on facts and the tale is quite riveting. I first learned of this tragic event while reading another book on whaling in the south Pacific in the 1800s.

The author paints a very good picture of the whaling life in the town of Nantucket, the home port of the Essex, and of the dynamics that come with living on board a whaling ship. The vessel departs her home port in 1819 and there begins the story of a voyage into history. Unlike some books this volume has lots of maps and charts to illustrate the track of the Essex which I found to be most useful. The book is based on the extensive research of the author and is a fascinating read.

Not only are we walked through the various trials and tribulations of the ship and the crew but also the underlying concerns that the various officers have as the ship makes her way into the Pacific. The events leading up to the sinking are well illustrated and you often feel like one of the crew. The long days of idleness are keenly felt by all aboard and as the voyage moves into its second year you become aware that all is not quite right. With the ship arriving in the Pacific there are several things needing attention physically, with very deep divisions amongst the crew.

The author does a superb job of dealing with the sinking of the ship and the resulting aftermath. The tale of survival that follows is not only very revealing of the people involved but also shows how society at the time interprets the outcome. This is one book that I will re-read many times.

Boats that I have known

The Cottage and my special entrance



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

We were now all seated in the little red boat and heading off into the wonderful waters of Georgian Bay. The drive up to Honey Harbour had taken several hours and now we were heading off on the last leg of the trip. A trip that was supposed to include a picnic! I was sitting at the front of the boat and carefully taking note of all the new scenery and other boats as well.

We departed the small marina of Honey Harbour and headed out into the main channel. All around us were small houses that seemed to be built up on stilts. I asked my aunt what they were and she replied, “Oh, those are called cottages, and there are lots of them”. So I looked at them again and recalled the last set of cottages I had seen were the three cottages on the Trent, but they sat directly on the ground. These sat up in the air, strange, but at least the upper portion looked like a Trent cottage.

The boat moved out of the main channel and began heading south and, there to the right of us, was a huge cottage, several stories high and painted white with blue trim. “That’s the Royal Hotel”, commented my aunt and I looked carefully at my very first big hotel. It was a large wooden building of two floors and surrounded by a veranda. In addition to this there were lots of people there. I asked if this was where the picnic was taking place but my aunt smiled and said, “No, but soon we will be there.”


So I continued to look over the Royal Hotel and the little red boat soon passed it by. There on the left side of the boat was another big cottage, “Is that a hotel too?” I asked.

Smiling once again my aunt informed me that it was sort of a hotel but it was called The Delawana Inn. It looked quite different from the Royal and had lots of small docks to one side of it with all kinds of small boats! It was quite exciting.

As we began moving past the Delawana Inn my uncle turned the boat to the right and we began crossing a large stretch of water. I remember looking towards the land ahead and seeing two very distinct things. One was a large pile of rocks with a water channel between them and off to the left up on a very rocky perch was one of these Trent cottages on stilts. My aunt informed me that the rock that surrounded the water channel was referred to as Big Dog Channel and the cottage on stilts was actually our destination!

We had only been in the boat for about twenty minutes or so but I remember feeling so excited about all the things I had seen for the first time and all the things that just might be possible to do out here. Our journey was soon coming to an end though as my uncle pointed the boat into a small bay and proceeded towards a very old dock. The dock was like something I had never seen before. Just like the cottages in the area, it too was way up in the air and seemed to be built on large wooden boxes. My uncle carefully pulled the boat up to this dock and secured it. The adults all scrambled out onto the dock which left me and my aunt behind in the boat.

Looking at my aunt I asked how I would ever get up there, and she replied that once we had unloaded all the picnic baskets onto the dock, I too would be lifted up to join the others. So we both passed up the baskets and other bags and soon I found myself on the dock. It was quite high out of the



water and had a very rakish slant to it. The five of us then walked to the shoreline, and led by my uncle, we approached the cottage. The path to the cottage was not short like the one on the Trent but up a series of red granite rocks, each one of them swept clean and shining brightly in the sun. There were a few pine trees about and even a very old oak tree, but what caught my attention were all the orange lilies! There were dozens of them. In every crack and crevice of the rock these hardy flowers were blooming away. It really seemed as if they were welcoming us.

Soon we were face-to-face with the cottage itself and looking at it I soon realized that all the windows were covered with large wooden panels or shutters, as my aunt called them. Now what I did not know at the time was that this cottage had not been used for over twenty years and was just sitting there. It was left in 1947 when the last owners closed it up and departed. So in the intervening years a lot of bushes and shrubs had grown up around it and made getting into it a bit of a challenge.

My uncle walked carefully to the front of the cottage and there was the front door. In his hand he had a single key to unlock the door. Looking at the door he began pushing aside the various bushes began to search for the lock. The stairs up to the cottage were not in the best repair, and several of the steps were actually missing. He said he had found the key lock but couldn't both hold the key and operate the door handle. So he needed a bit of help. The adults looked at each other and soon I found that I had been volunteered to operate the key! This was only because of the state of the stairs, not my prowess in handling keys. My uncle then instructed me how to hold the key and what to do with it. Looking at the key I realized it was a type that I had never seen before. It was a skeleton key and I found it fit into the

keyhole very easily. My uncle instructed me to turn it clockwise, which I did, and the lock mechanism clicked. My uncle then told me to hold the key in that position and began to turn the door handle and push on the door. Suddenly we were both inside, my uncle on the floor and me still holding the key in the lock!

We were inside, the door was secured and my parents and aunt entered, one at a time. The cottage had been built in 1907 and was made of cedar. Inside the cottage the smell was not stale and stuffy but similar to the smell of my grandmother's cedar chest. Looking about I could see there was some furniture that seemed to be made out of sticks with wicker seats and backs that looked very old. The cottage had a huge front porch that faced the north and there in the distance I could see the large pile of rocks and beyond that the channel of water. This was certainly going to be interesting I thought to myself. Meanwhile the adults had begun to explore the cottage. They went through a large open door in the middle of the porch. I made my way towards the door, took one last look at the view of the channel and walked into the cottage's enormous living room. I stopped dead in my tracks. For there in front of me was a huge fireplace made out of the same rock that was piled up by the water channel. It took up most of the wall and rose up all the way to the high pitched roof. It was the largest fireplace I had ever seen. But there was more. There on either side of the fireplace were two large fox heads, both of which seemed to be staring directly at me!

Next: Foxes, Ribbons & More...

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Squadron Commander Interview – Gina Lee

doing it again this year.

The Squadron offers a series of courses to the public and nine years ago one instructor did it all. A definite change was necessary. Now Gina says, "we set our courses up in the summer and decide what we want to teach and carefully plan the fall and winter classes so that there are different faces teaching the students, that way the students get different stories and the demand on our instructors is less. There is also lots of back-up as we have at least six officers who take a turn at teaching a few subjects in each course. It spreads out the workload and takes advantage of people's strength of knowledge. We

also have a number of proctors, past students and others who are on hand to help if the students need assistance."

When I asked Gina about her vision for her Squadron and for CPS-ECP she said, "Last year I set three goals for our Squadron, and they will continue for this year: Have fun! Be present in the community, and provide value to our Members. Looking back, I think we accomplished all three goals last year, and I'm hoping to do so again this year. We managed to maintain our membership numbers and our financial stability, and we had fun while doing it! With the same focus this year, we hope to have the same results!"

As for CPS-ECP, "Of course, our mandate is to encourage safer boating through education, and the Squadron is constantly looking for ways to reach a greater audience. It's a challenge, but they're coming up with some great ideas for outreach!"

I can see that with Gina Lee at the helm, Peterborough Squadron will definitely be an asset to CPS-ECP not only now but in the future as well.