

THE PORT HOLE

FEBRUARY 2018

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Photo: Ottawa Tourism



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

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theporthole@cps-ecp.ca



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

Greetings!! Here it is the depth of winter and over most of Canada the water is hard, and snow can be found on every branch and boathouse. However, on the West Coast there are some pockets that always remain ice free, not quite winter free but at least the water remains soft and the boats there do not have to be hauled ashore, just carefully moored or docked. This winter edition has a West Coast feel to it as I am interviewing two well-known people from this area and at least one of them has some soft water to look at!

Winter though has one nice thing going for it, as it is the time set aside for many of the larger boat shows, and if you are not in the water on your boat then you can at least attend a boat show and feel like you are standing at your dock. Each year the major shows encourage as many boaters as possible to attend and check out the new gear, their equipment and the new boats that just might be an answer to your boating prayer. I encourage each of you to attend at least one this winter, as you may not know just what small item could be out there that will make your next season's boating a more enjoyable and a safer experience.

In my ongoing story of Boats That I Have Known those of you familiar with Georgian Bay's Honey Harbour will be able to appreciate the awe I felt as a child seeing these waters for the first time and even today many of the features in the

article are still there, to be admired and used by the boating public.

And as I type this, the final finishing touches are being applied to our new CPS-ECP Website and all should be up and running in the next few weeks, just in time for your spring course registrations, and getting your Squadron website up to date. I cannot emphasize how important it is to have a website that is current and accurate. Remember that it is one of your Squadron's most important links to the public and if the information there is not quite correct or just not there, you may be missing the boat on a lot of traffic that wants to come your way but can't because of your obsolete and inaccurate website.

On another front this issue unlike the previous winter edition of 2017 is now only twelve pages instead of the usual twenty-eight. As a result a few of the regular articles that you may be looking forward to are not in this issue but will appear later in the year as we who assemble *The Port Hole* come to grips with fewer printed pages.

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 March 20, 2018. Send your articles and photos to theporthole@cps-ecp.ca

Visit CPS-ECP at the following Boat Shows:

Toronto	January 12-21
	Enecare Centre, Exhibition Place
Vancouver	January 17-21
	BC Place & Granville Island
Montreal	February 1-4
	Place Bonaventure
Halifax	February 8-11, 2018
	Halifax Exhibition Centre
Calgary	February 8-11
	BMO Centre, Stampede Park
Victoria	February 16-18
	Pearkes Recreation Centre, Tillicum Centre
Edmonton	March 15-18
	Edmonton Expo Centre



Save the Date

Join Us in Ottawa
October 17 - 21, 2018



Chuck Beal, AP, Chief Commander
Toronto Power and Sail Squadron

The Big News from Charlottetown is that CPS-ECP has a completely new IT System!!! It is being tested and getting ready to be rolled out to all our Members by the end of the year. When Terminal 1 was completed at Pearson Airport in Toronto, before the public was allowed in, everything had to be tested. That meant every light switch, every tap, and every conveyor belt had to be turned on. All the toilets had to be flushed, all the escalators ridden. That's where we are with our new IT system.

As I write this, testing is being done to make sure all the new IT functions work as they were designed to do. As we raise the curtain on 2018 and our 80th Anniversary Year we will also raise the curtain on our new IT system which includes but is way more than just a new website.

At the AGM, the CPS Foundation provided C/C Robert Pepin with a cheque for \$125,000 towards the cost of the new IT system. The Foundation contribution will cover about a third of the budgeted cost. The spontaneous roar of appreciation from the AGM audience said it all.

Three principles governed the design of the new system. First, it will take a maximum of 3 clicks to get to the information you seek. Second, you will enter information only once. For example, when you enter your profile information, until you change it, it will automatically be used when you sign up for a course, renew your membership, or an instructor enters your marks. Third, no training is required to be able to fully use the system. Finding what you want and where you have to go with your next clicks will be obvious. (Your bank doesn't provide you with an online manual so you can log in to manage your accounts.)

At last year's AGM, C/C Robert Pepin promised a new IT system for this year's AGM. A lot of volunteers spent hundreds of hours fulfilling that promise. We had to get help to figure out what we needed and to distinguish needs from wants. Then we had to translate what we wanted into something we could ask a supplier to provide design an RFP. We hired Grant Thornton to help us. Known as an accounting firm, they provide this kind of consulting to charities. Grant Thornton gave us a short list of suppliers they had pre-qualified. In April we hired Innovexa, an IT firm in Toronto, to build our system. They had six months. (Last fall, a number of IT consultants told us we couldn't possibly build a completely new IT system in a year – we didn't listen to them.)

Then the work began. We had to go through our existing system and identify three kinds of information: Stuff we didn't want, no matter what; stuff we did want; and stuff we wanted but which had to be updated/corrected. We also had to make sure the material we wanted was available in both languages, which we did from the beginning. To make sure we didn't leave anything behind, we matched English and French texts. At one point C/C Robert Pepin found four blocks of text that had no English equivalent.

Our new system has three parts: There is a public page for Members and non-members. Then we have an "Officer's Dashboard" which provides Squadron, District and National Officers and Committee Chairs with various access levels. A Squadron Officer will be able to see what is needed to do the Squadron job. Similarly District Officers will have access to Squadron and District material. National Officers will have a wider range of access.

Squadrons and Districts will have their own web pages on the new system. The standard template will make it simple, easy to post courses and the course descriptions will be standard. The Executive information will be on the site. Squadrons and Districts will also be able to post their own social events, news, pictures and any other information they want to share.

When the new system rolls out, boatingcourses.ca and ecquebec.ca will become "gateways" to our new website. All the approved courses and seminars which are now on those sites will be transferred to the new system. We will have "one-stop" shopping for people interested in any of the educational events we offer across Canada.

Member Directories will be a snap. When each Member fills out their profile, they will have the choice of being in a directory or not. They will also be able to choose what information they want to include. Members remain in control of what, if any, information about them is available to other members.

Innovexa made two presentations at the Conference, one on Friday, October 27th, and a second presentation, on Saturday, October 28th. Conference attendees could see the new set-up and appreciate first hand how easy it will be to navigate the new system. The feedback they provided was very positive, and in fact, some of the questions

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they asked have helped refine some of the elements in the new system. My thanks to those who attended the sessions and participated in discussions with the Innovexa representatives.

Members will receive updates as the roll-out progresses. When the system “goes live” Members will be able to log in and will be invited to update their profile. What will be different will be the “look” and the ease of use. But this isn’t the end of our renewal of our IT system – as we use this new system, we will find things we want to improve. We will have a process to capture the feedback from users and determine what enhancements we want to make.

The other new and major event at this year’s Conference was the attendance of the District and some Squadron Membership Officers for a session designed just for them so that they could discuss the various membership issues, and share best practices, concerns and ideas. They got together, first for a closed session with Jim Harrison, a facilitator who has worked with CPS-ECP before, and then for a meeting open to all so that additional input could be collected from the general Membership. The DMO’s have developed specific plans for Membership retention and for attracting new members, which will be introduced over the coming year. Periodic reports will be provided so that we can monitor progress and adjust our approaches as needed.

For specific details on the ExCom, Board and AGM events, the minutes are posted on our website.

At the AGM to kick-off for our 80th Anniversary Year, we recognized Members who have 50+ (2 Members), 40+ (33 Members), and 30+ (97 Members) Merit Marks. Those 132 Members have earned 4,738 Merit Marks! That’s at least 95,000 hours of volunteer time. If staff were hired to do that work, it would represent some 2533 weeks or 53 work years, in replacement of volunteer time.

Some 43 of our Members achieved Life Membership Status.

Four Squadrons celebrated their 60th Anniversaries since our last AGM: Alouette Squadron, Pacific Mainland District; Royal City Squadron, Pacific Mainland District; Prince Edward Squadron, Quinte District;

and Nanaimo Squadron, Vancouver Island North District.

Escadrille Lac St. Francois, District Cartier celebrated their 50th Anniversary.

Details about the recipients of our National Volunteer, Educational Department and Environment Awards are outlined in the Port Hole and L’escapade Nautique.

Four Members received Chief Commander Citations from C/C Robert Pepin: Tony Merry, Don Griffin, Nancy Richards, and Walter Kowalchuk. The Citation details are available on our website.

Retiring National Educational Officer, Executive Committee and Board Member, Don Griffin received the Joseph Gatfield Award, given by the Executive Committee for outstanding volunteer leadership.

On behalf of all of the Directors, I want to express our gratitude and thanks to all our CPS-ECP Members who are committed to using their most precious resource, their spare time, to support our various activities, and advance our mission, vision and values to make boating in Canada safer for all of us.

Overall the Conference was a great success and the location was fabulous. The Charlottetown weather was amazing, mostly high teens and low 20’s. The lousy weather didn’t hit until the Monday after the conference. The Island Hospitality was warm and welcoming. And, Yves Dauphinais and his team, together with National Conference Chair, Tracie Berekoff, and Executive Director, Walter Kowalchuk, delivered an outstanding conference. Thanks again to all of them.

Next year we will close out our 80th Anniversary Celebrations at our next AGM in Ottawa. I hope you will be able to be there.

Electric Shock Drowning (ESD)

John Gullick, AP
Manager of Government and Special Programs

Recently I have received a couple of questions regarding stray electricity in the water around fresh water marinas. This stray electrical current can cause swimmers anything from a mild shock to death and there have been a number of recorded deaths, especially in the U.S., where 120 volt Alternating Current (AC) from nearby boats or docks has electrocuted or incapacitated swimmers in fresh water.

This little known and often unidentified problem is called Electric Shock Drowning (ESD). These deaths and injuries are entirely preventable.

In my research I found an excellent article on ESD in the Boat U.S. Seaworthy magazine, July 2013, written by Beth Leonard. With Boat U.S.'s permission and that of Beth I will take most of this information direct from that article.

ESD happens when "minute" amounts of alternating current are present in fresh water.

What does "minute" mean?

In 2008 the U.S. Coast Guard conducted a study that indicated the following:

Current level	Possible effects on the human body
1 mA	Perception level. Slight tingling sensation but still dangerous under certain conditions.
5 mA	Slight shock felt, not painful but disturbing. Strong involuntary reactions may lead to injury.
6 – 16 mA	Painful shock. Begin to lose muscular control.
17 – 99 mA	Extreme pain, respiratory arrest, severe muscular contractions. An individual cannot let go of an electrified object. Death a possibility.
100 – 2000 mA	Ventricular fibrillation, muscular contraction, nerve damage and death is likely.
2000 + mA	Cardiac arrest, internal organ damage and severe burns. Death is probable.

Why fresh water and not salt?

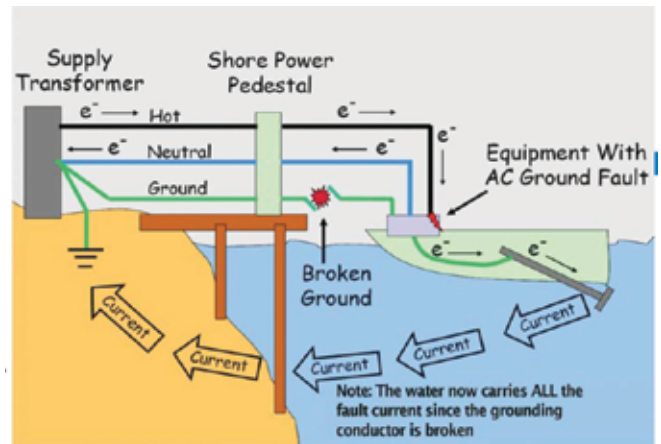
Salt water is anywhere from 50 to 1000 times more conductive than fresh water. The conductivity of a human body when wet lies between the two but is much closer to salt water than fresh. The human body only slows electricity down so most of the electrical current will go around on its way to a ground.

Why Alternating Current (AC) and not Direct Current (DC)?

The cycling nature of AC disrupts the tiny electrical signals used by our nerves and muscles far more than the straight flow of DC.

How does electricity get into the water in the first place?

In a properly functioning electrical system all of the 120 volt AC current that goes into a boat through its shore power



For stray AC to get into the water, there must be an electrical fault and a fault in the safety ground. Courtesy David Rifkin.

cord returns to the source – the transformer ashore or on the dock where it originated. For any of that current to wind up in the water the following three things have to occur.

- 1. Electrical fault:** Somewhere current must be escaping from the system trying to find another path back to its source ashore.
- 2. AC Safety Ground Fault:** The AC grounding system must be compromised so that stray current cannot easily go to ground through the ground safety wire. Any stray electricity then has only one path back to its source, through the water.
- 3. No Ground Fault Protection:** Ground Fault Protection (GFP) devices, like Ground Fault Circuit Interrupters (GFCIs) required in bathrooms ashore, are designed to detect differences measured in milliamps and to shut down the electricity within fractions of a second. If the circuit does not have one the electricity will continue to flow into the water. If these conditions exist then some or all of a boat's underwater metals, like the propeller, stern drive or through hull fittings, will be energized and electricity will radiate out from these fittings into the water and will set up a dangerous voltage that will pass through any swimmer close by.

Eliminating Current Leakage:

In this article I will not go into the details about finding out if your boat is leaking electrical current but a basic circuit tester and clamp meter should detect any problems. Your marina should be testing its systems on a regular basis and you can use a test meter to quickly determine if the shore and boat power systems are working properly. Just because your boat is not leaking power now does not mean that it will not do so in the future. There are two ways to eliminate the problem:

The first and best is to completely isolate the AC shore

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Photos: Natalie Schmidt

Bradley Schmidt
National Power and Sail Squadron

Another summer has passed, and unless you are on one of our coasts, your boat is likely in storage, awaiting the spring thaw. With our runabout and jon boat finally tied to a dock of our own, this past season was poised to be one of epic proportions. We had visions of sunset cruises, early morning fishing expeditions, even the odd trip to a local resort for dinner. However, a combination of relentless rain and a never ending list of chores intervened. We learned, like many cottagers, that the boat becomes part of the lifestyle, not the focus. Sure, we got out on the water a few times, but ironically fewer than we would have in years past, when using the boat meant towing to a boat launch, then pulling it back out before dark.

After Ontario's "summer that never was" Mother Nature treated us to a very warm September and October. The unseasonably warm weather meant that three generations of our family got to enjoy the water on Thanksgiving.

My brother and sister-in-law took the jon boat out for a tour around the bay. It is powered by a 9.9 Johnson that is older than me, but with its flat bottom it can be exhilarating to drive. They seemed to be off to a good start and soon disappeared out of sight. My brother has had some serious sailing experience and took the CPS-ECP Boating Course many years ago, so when I heard the roar of a 2 stroke engine at full throttle, the last thing I expected to see was the jon boat hurtling towards shore at breakneck speed. I realized he was frantically working the controls to no avail. We learned later that the throttle return spring had broken and the motor was operating wide open! Admirably he was able to shut it off and get it into neutral just in time. Disaster was averted. We are a family of tinkerers, so the next thing you know, tools were spread out on the dock, the cowl was removed, and we diagnosed the problem. Next we pulled the motor off the boat, mounted it on a work stand and set about pulling the carburetor. While I was on the phone

to the local marina looking for a new return spring, my brother, an engineer, got out a propane torch and "fixed" the broken spring. We got it put back together and it's as good as new.

Later I introduced my nephews to tubing. The youngest was happy to watch, but the two older boys and their dad all had a few passes around the bay with family and friends congregated on the dock to watch the action. I'm always amused when the initial trepidation turns into cries of "more" or "again" after the first time on the tube. As the boat pilot I love controlling the wake, giving the rider a sense of confidence, then cranking it up a few notches and listening to the hoots and hollers of the riders and spotters.

So even as our boating priorities ebb and flow, I realize that some things, like the love of boating, are universal. Whether it was time spent as a spotter, on the tube, behind the wheel, or at the tiller, my nephews' enthusiasm for boating fun is contagious. One is already asking how he can get his PCOC before next summer.

Speaking of next summer, what's on the agenda? We'd sure like to do that early morning fishing trip, or sunset cruise, or maybe the trip to a local resort for dinner... Maybe a new addition to the fleet, like a Personal Water Craft (PWC)? Nothing is set in stone I guess, except that time spent with family and friends on the water is time well spent, and continues to bring us all together.

From the Ranks – Brenda Cochrane

“I first became a member when I was 13” by R. John Garside, AP

For many of us we often come to CPS-ECP as an adult, well into our 40's or 50's after taking a boating course for some or the PCOC for others. However, some people like Brenda Cochrane, became members long before they were even allowed to vote. At the age of 13 Brenda began taking the Boating Course with the Mount Brenton Squadron located on Vancouver Island which at that time was part of the Vancouver Island District. There were many things to learn for a thirteen year old but many of the basics were very second nature to Brenda as she had been boating with her parents since she was a young child and was very adept working on the family boat.

For Brenda the biggest challenge of the course was not learning all the new terms and nautical items but as the charting began in earnest there was this strange thing called “60D=ST.” To Brenda it just didn't make sense. Now being in grade seven at the time meant that Brenda had yet to encounter algebra, so her father, Bryan Loveless, took over that job and taught her the finer points of algebra and the formula. Needless to say it was not easy at first, but with her good basic math skills and a keen mind Brenda soon grasped the concept and was well on her way. Brenda was most complimentary about her father's help, saying that “he had to teach me some basic math rules so that I could understand 60D=ST.” This stood her in good standing a few years later when algebra was introduced to the classroom and only she truly understood what was being presented to the class.

In 1977 her parents, Bryan and Sue Loveless along with several of their friends, took a very active part in launching the new Mount Brenton Squadron and so began a lifelong exposure to CPS-ECP for Brenda and her family. In her teenage years she became active in the social side of the Squadron and “at the age of 18 she



was part of the Entertainment Team, along with my two sisters, whose role was to make sure the coffee was on for the monthly meetings as well as plan five or six larger events. They had a great time.” At these larger events the Squadron Members would gather and it was here that she learned the finer art of the polka, a waltz and the foxtrot, but more importantly the invaluable experience of how to interact with adults in an adult setting.

Being part of the local Squadron was much more than just monthly meetings, it was fun too!

Brenda found the courses very interesting and the chart work. She loved the charting and it was certainly her strong suit. In the future when she has more time she plans to take the Seamanship and Advanced Piloting course as well. Completion of these courses instills a feeling of confidence in her and it is so important when you are out boating with your family.

Time moved on and so did Brenda. Now married and still wanting to be on the water she and her husband Gregg decided in 2005 to purchase a boat. So a 22 foot cuddy cabin was bought and now we could ski and swim in the lakes around the Okanagan, but the ocean was calling too. The fix for this was to trailer the new boat to Vancouver Island, launch it, and join up with her

parents who had a 40 foot Chris Craft. “They were the mother ship and they all enjoyed their joint boating adventures.”

The ocean experience was certainly a calling card for both Brenda and Gregg so a few short years later the 22 was sold and a 26 foot Bayliner Express Cruiser was purchased. Now the ocean dream could be experienced by everyone, including their four children.

Now living in Kelowna, Brenda decided to contact the local Squadron and began to re-engage with CPS-ECP. Brenda commented that “My husband took the Basic Boating and ROC-M so that he could feel comfortable when we were out on the ocean. Safety is so important.”

At first the family began attending the various Squadron social events and gradually Brenda “got eased into the bridge”. Her first position on the Kelowna Bridge involved being the Membership Officer which she held for a year and then moved on into the Treasurer's shoes. This was a more comfortable fit for Brenda as she said “It reflects my professional life”. As with many CPS-ECP officers, they just don't stay put in one job, but respond to the call when necessary and take on other roles and tasks too. For Brenda this has meant a very short stay as Executive Officer as recently the Kelowna Squadron

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From the Ranks – Don Butt

“That nifty flag – I was always envious” by R. John Garside, [AP](#)



We all have time pressures and some people have much more on their plate than others. Don Butt of Gabriola Squadron certainly seems to have packed in a great number of things both on and off the water. Starting off as a family physician and practising in the province of British Columbia, Don, in partnering with the United Church of Canada, helped set up a health care centre in the northern part of the province catering to the local population which was mostly First Nations people. Once this operation was set up and running well Don then left the West Coast and travelled to the other side of Canada and once again set up another medical facility and hospital on Newfoundland's North Shore. Over the next six years this completely occupied his time and energies.

Next came a sojourn at the University of Toronto where he worked in the Department of Family Care & Medicine, teaching the students and at the same time reaching out to his community of Mississauga performing various volunteer activities. It was while living in the city of Mississauga, that Don decided to join a yacht club and began frequenting the docks at the local Port Credit Yacht Club. Wandering about the docks in his very limited free time he noticed that several of the vessels there were sporting “this nifty little flag” and he became aware of CPS-ECP. However, life was very busy and there just was no time

to pursue any courses but a seed had been planted. As Don commented, “I was just too busy to do it!”

While keeping busy and always interested in things around him Don's musical talents came to the fore in Mississauga as well. In public school he had taken piano lessons and had reached and successfully completed his grade 8 level in that instrument. However, Don pointed out that the piano was portable but a flute was, so he embarked on flute lessons and soon became quite an accomplished flautist. “I was the backup flautist for the Mississauga Symphony and played in a quartet that toured around the Oakville area. It was a lot of fun!”

Life was busy and fulfilling but one day a very unique opportunity came his way and Don and his wife soon found themselves on the West Coast visiting Gabriola Island courtesy of his daughter who was working with Canadian Airlines. She had lobbied her parents for quite a while and finally convinced them to travel out and see the island. So with their tickets in hand Don and his wife set off to explore the West Coast, a place Don had left many years before.

While on the island they took the opportunity to look up a local real estate person and looked at a few of the listed properties. “They were nice but, not great”. However, seeing their disappointment the agent mentioned that there was another property that was not listed yet and maybe they would like to see it. So off they all went and soon they were standing on a property of five acres overlooking the Strait of Georgia, the 180 degree view was breathtaking and after a short discussion it was theirs!

They then returned to Mississauga, and began the necessary steps to move to the island which was far, far away. Once arriving and getting the home established and set up Don began to think about “that nifty flag” and just

what could be done now about getting one. A local CPS-ECP person just happen to come by and mentioned that their Boating Class had just started and they would certainly welcome him aboard if he had the time. Don immediately signed up and began attending class the following week. By the end of the course Don felt he had certainly learned a lot and upon graduation not only did he get his “nifty flag” but he also volunteered to become a bridge member!

Don's first position was Training Officer and though new to CPS-ECP he was more than able to conduct the affairs of the Training Department. He continued to take more courses as well. To date Don has completed Boating, Piloting, Advanced Piloting and the Weather course. Unfortunately being a busy person he was unable to complete his sights for the Celestial Navigation course but did all of the other classroom work, something he regrets but is glad he gained the knowledge.

As the years moved on Don gradually climbed up the ladder and soon became the Commander, a position he held for five years. Presently he looks after Communications, Privacy and is the Newsletter Editor of the Scuttlebutt. This last commitment takes up a fair amount of time and each year there are at least four or five editions put out for all Squadron members to enjoy. There is something for everyone, news, events, lots of pictures and even a page of humour!

Coming into the position of Commander then exposed Don to the local District, Vancouver Island North, and there he soon took on the position of Secretary. As with many, Don just did not settle for occupying one seat for long and gradually moved up the District ranks as well and eventually became the District Commander. Today he is still active on the District Bridge and is the current Privacy Officer.

Now that Don is permanently moored

out on the wonderful island of Gabriola he has time once in a while to pursue his boating passion and often sets out on his Ontario 32 sailboat to explore the local waters. The vessel's name is "Acapella" and unlike many of the people who visit the West Coast and travel to Desolation Sound for a holiday with all the other boats, Don prefers to explore the less travelled parts, unaccompanied and ready to poke his boat into many of the rather remote and hidden bays and inlets that dot the Georgian Strait. "Club cruising is okay, but I'd rather go exploring, that way you get to experience not only the beauty, but the quiet too."

In this regards Don has always been an active photographer, capturing many wonderful images for himself and others to enjoy. He has a website dedicated to his photos and they can be accessed at: www.dbutt.smugmug.com. For those of you who attend the

CPS-ECP Conferences you will be familiar with Don's activities as he is our official photographer and supplies CPS-ECP with most of its images.

Currently, Don still teaches at the Squadron level, spending his time teaching the students the finer points of the compass and reading the charts. Once that has been explained and comprehended by the students he then proceeds to address the fine art of plotting, which he feels is a very important skill to have. Boating on the West Coast is not always easy and it can change very quickly, "you have to know where you are" and what to do.

When I asked Don about the direction CPS-ECP was heading in the next few years he responded saying, "a refinement of the educational component, and reaching out to the younger crowd to involve them in a way they can relate to. And more!"

Don has always tried to do this not only in his Gabriola classroom but in the numerous lecture halls he has taught in as well.

As to his vision of CPS-ECP for 2018 Don said "the restoration of CPS-ECP to its former glory days, but with a different and updated face." And I can see that with Don involved as much as he is in both Squadron and District affairs the CPS-ECP face on the West Coast will definitely be updated on a very regular basis.

This year of 2017 was significant in another way for Don too. This year Don became a Life Member of CPS-ECP having earned 20 Merit Marks and was presented his plaque and special Life Member "nifty flag" at the 2017 Charlottetown Conference. Now that is something to sing about! Congratulations Don.

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From the Ranks - Brenda Cochrane

Commander had to step down so Brenda now finds herself as a newly minted Squadron Commander!

When I asked her about what was the best part of being part of the Kelowna Squadron she replied, "connecting with other families with similar interests. It's so much fun to go to a cove and see people we know. Society is so isolated now, that it's good to be in community with others." Brenda is also involved in her District as well, where she started off as the Treasurer and now occupies the Executive Officer's chair. In May 2018 at the Western Canada Inland District's (WCID) AGM Brenda will become its District Commander, something that she is looking forward to very much. It should be noted that the WCID is the largest geographical district in CPS-ECP and extends from the Rocky Mountains in the west all the way to the Manitoba border in the east.

With their boat moored in the driveway there are many places it can easily be towed to, the local lake for a week-

end outing or to Port Moody on the ocean for the two week vacation cruise exploring the Gulf Islands. Both are interesting and a highlight for the whole family each year. However, the family is getting older. Not all four children can come now as a result of work pressures so now the 26 foot Express Cruiser with a few less people on it feels like a large yacht! There is "lots more room and now the table doesn't have to be collapsed each night". The boating is getting better!

Brenda was also fortunate to attend the Charlottetown Conference in October 2017 and while there she commented that she was able to meet many people who knew her parents from all their years of service. She also met many great people who are continuing to run this organization with integrity and vision. So when I asked Brenda about her thoughts on CPS-ECP I was not surprised to hear here say as others have mentioned, CPS-ECP needs to change if it wants to survive. That does not mean we need to

compromise our core values. Just the methods we use. I then asked about these core values of CPS-ECP. Brenda responded, getting people back home safely, protecting families on the water and being a community amongst members are the values. Brenda feels that in this modern age we are all very busy and have a lot of time pressures and on top of that people are rather solitary, almost lonely in fact. So after taking a course and meeting new people and then traveling off to new places, seeing some of those same faces again is a real plus, which is one of the reasons for being part of the CPS-ECP family.

Being exposed to CPS-ECP since the age of six, Brenda is aware of the lifelong benefits of the CPS-ECP community and in this modern age sees that these benefits are something to be shared with as many other boaters as possible. "And what of the future?", I asked, Brenda replied, "I look forward to the exciting future of CPS-ECP." We certainly do have a lot to offer.

Boats that I have known: Foxes, Ribbons & More...



R. John Garside, [AP](#)

Everyone was now inside the old cottage and exploring the various rooms, closets and doors. I however, was just standing there in the vast living room looking up at the two mounted fox heads that perched on either side of the massive granite fireplace. I had never seen a stuffed animal before and these two heads looked ever so real to me! In fact to this day when I close my eyes I can see each of their faces very clearly, alert and alive. After staring at them for several minutes or so I discovered that just below the two heads each had a tail attached to it. I moved up closer to the fireplace and then began inspecting each mounting more carefully.

I soon discovered that the one on the left was the larger of the two, though not by much and its tail was certainly the bushier one. My uncle then entered the room and seeing me standing there commented, “This one is the male”, pointing to the left one, “and this one is the female.” I asked him how did he know that? He replied, “The male is usually the larger animal and is slightly more colourful.” Looking at the two heads again the animal on the left was larger and its colour was richer too. So I thanked my uncle and then turned my attention to the far side of the living room.

To the right was a set of two wooden doors with small individual glass panels. My aunt informed me that those were called French doors as she passed by and disappeared

beyond them into another wing of the cottage. I thought of following her but decided that maybe I would just have another quick look at the two fox heads. So I turned my attention back to the fireplace and as I focused on the two heads a soft blue and red image came to light at the far left hand side of the room. I carefully looked in that direction and there in front of me covering a significant portion of the east wall of the living room was a sea of red and blue ribbons!

I walked up to the wall and began carefully looking them over. Many of them had printing on them and a few even had what seemed an image of a horse and a rider on them. Looking at them carefully I saw that several of them had numbers too, like, 1926, 1934, and many more. My uncle, seeing me looking at all these things, came by and explained that these ribbons actually belonged to and were won by the previous owners of the cottage! In fact they were both involved in the local equestrian events of the area and competed regularly in the local fairs and riding events that took place in the southern Georgian Bay area. I found the ribbons quite fascinating and looking carefully over them again I realized that they were all for placing first. I was quite impressed and then noticed off to one side was a small framed photograph of the owners of the ribbons and their horse! The picture was not much bigger

that an 8 x 10 but clearly showed the horse, a lady equestrian rider in the saddle and a man standing to one side in his best English hunting outfit. This information was not obvious to me at the time but many years later at university when I took up the fine art of equestrian riding the memory of the picture came flooding back and it all made sense!

I then heard some noise in the next room and moved to the doorway to see what was happening. There in the middle of this room stood a large table and all of our picnic baskets were being carefully unloaded and the contents placed around the table. It was time for lunch! Soon everyone was in the room and seated on the various chairs. My chair was an ancient wooden affair, not that sturdy as the legs seemed to be a bit loose and wobbly but the back had a very pleasing curve to it. My aunt, seeing my interest in the chair, explained that these chairs came with the cottage and were part of the package. "Just like the boat?", I asked. "Yes", smiled my aunt, "and these chairs are called 'Arrow Back' chairs." They were so different from the padded vinyl and metal ones my own family had in our kitchen back in Scarborough. These 'arrow back' chairs seemed to come from a very different age and I even noticed that mine even had some images carved into the back.

The picnic then began in earnest and everyone was famished. It had been a long trip and this was the first meal since leaving Toronto many hours ago! My lunch consisted of a peanut butter and honey sandwich, made the night before and a clutch of carrot sticks, which I thought was the very best lunch you could possibly have! I ate in silence and listened to the adults chat amongst themselves and I felt that this place was going to more than just interesting, but fascinating as well.

With our picnic over the adults began to pack up the various bits and pieces and my uncle, not being a kitchen person, called out to me to join him and he and I then left the room and headed for the front door. Down the steps we went being careful not to step on any rotten wood and once we were both firmly on the rock my uncle suggested that we both go for a little walk down to his favourite place. "You have a favourite place?", I asked. "Yes", he said, "and it is only a few steps away." So carefully following my uncle, we set off on a small little used path that meandered around the outcrops of granite. In less than five minutes we were standing on a vast sheet of red granite looking at a huge pile of red rocks, just like the one I was standing on. The pile was quite irregular and formed a very solid wall in front of us. "Come this way", my uncle encouraged and I carefully began picking my way up and over the rock pile. My uncle seemed to know exactly where to go and soon we were both standing on a rock ledge on the other side of the rock pile right beside a channel of water. "This is my special spot," exclaimed my uncle.

I looked to the right and to the left and saw a large channel of water connecting the two water bodies. "This is known as Big Dog Channel," said my uncle pointing to the left,

"and this is called the Blasted Gap." He then explained that many years ago, decades in fact, the water channel in front of us was considered too narrow and so the locals decided it would be a good idea to make it bigger. "How did they do that?" I asked. My uncle smiled and then pointed out that many of the rocks located just behind us were in fact part of the channel before they were blasted apart and placed on either side of it. He pointed out several bore holes to me and explained that these holes were drilled into the granite and then the explosives were set into them and detonated. The rocks were then dragged out of the water and piled on both sides of the channel. He himself first came to this area in the late 1920's with his brother and found the fishing was very good, and from this very spot where we were standing he and his brother had caught many a big fish!

We stood there quite a while looking at the water and into the water, which was very deep, and then it was time to return to the cottage. On the way back I had all kinds of questions for my uncle about the 'Blasted Gap' and when I asked him if he now owned it he turned around, smiled at me and said, "Partly, at least the half that is on this side of the channel, but the water no." So I began to realize that though you could own land beside the water you couldn't actually own the water, and the water was open to everyone.

Back at the cottage the rest of the adults had cleaned up from the picnic and now were waiting for our return. So with a last check on the foxes and the pretty ribbons I was careful to pick up my life jacket and waved goodbye to the funny stick furniture on the veranda. We then all made our way carefully back to the dock and the 'little red boat'. I was the last one to get in. Sitting on the edge of the dock with my legs over the edge my uncle helped me into the boat and directed me to sit at the front, or bow as he called it. So I made my way forward and soon found my seat and gingerly sat down.

My uncle then started the little outboard motor, a 5 h.p. Johnson, and soon we were backing away from the dock and heading back to the marina at Honey Harbour. On the way back I could see the 'Blasted Gap' off to the west and felt it could become a very special place, and thinking to myself that if one could pilot a boat through there just imagine what might be found beyond it, adventure and more interesting things!

All too soon we were back at the Boatworks and had loaded everything back into my uncle's car. The drive back home was soon underway and as I sat there in the front seat between my smiling aunt and my contented uncle I felt the future did indeed look bright!

Next: A New Dock & Off to Picnic Island...

Introducing the North Shore Power and Sail Squadron

David Peebles P

The new North Shore Power and Sail Squadron held its Warrant Night and Spring Fling on Saturday April 29, 2017 at Burrard Yacht Club in North Vancouver. It showcased the amalgamation of the three North Vancouver Squadrons, Seymour, Norvan, and Capilano. At the event there was a full house of over 75 Members with a good cross section from all three former Squadrons, mingling, talking, having fun, and dancing as one new entity. The new North Shore socials people, Mel Maier and Kathy Gregson, did an outstanding job of coordinating the event.

The Warrant was presented to Guy Cooper, the first Commander of North Shore Power and Sail Squadron, by CPS-ECP National Educational Officer Don Griffin. The new North Shore Burgee was also unveiled and sales were brisk. Rob LeBlond, formerly of Seymour Squadron, introduced the newly formed Squadron, and gave the “official salute”. After the formal ceremonies, dinner was served and the dancing began and the festivities went on till midnight.

North Shore Squadron, with over 525 members, is the largest Squadron in CPS-ECP. They look forward to carrying on the combined traditions of the three former Squadrons while making new traditions along the way.



The formation of the new Squadron was the work of an amalgamation group comprised of six members, two from each of the three old Squadrons and took a little over a year to come to fruition. The three neighbouring Squadrons were all facing challenges in course attendance and social functions and decided that they could best fulfill the mission of CPS-ECP by amalgamating into one large vibrant Squadron, and please note, all of the Members of all three Squadrons have transferred their membership to the new North Shore Squadron. Congratulations!

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Electric Shock Drowning (ESD)

power from the AC system on the boat. An isolation transformer transfers electricity from the shore to the boat and back again. If you want to make sure that your boat cannot leak AC into the water then install an isolation transformer.

The second alternative is to install ground fault protection in both the boat and dock's AC system that will shut off any stray current automatically.

Here are a few basic tips:

- Make sure you and your children understand the importance of not swimming anywhere that there could be electricity. Don't roughhouse on docks.
- To retrieve a person in the water, reach, throw and row but don't go.
- Never swim within 100 meters of a fresh water marina or boatyard or any dock using electrical power.
- Ask your marina operator if they regularly check their dockside electrical systems for stray current.
- Check or have your boat checked annually to see if it is leaking electricity.

- Have a qualified marine electrician install a GCFI on your boat and test it monthly.
- Do not do your own work unless you are a qualified marine electrician.
- Do not use common household electrical equipment. Use only equipment specifically designed for marine applications.
- Never dive into the water to do work on underwater fittings when plugged into shore power.
- Never swim off your dock without first shutting down all shore power to the boat and dock.
- If you are in the water and feel tingling shocks avoid your instinct to swim towards the dock. Stay upright and back away from the area. Warn any other swimmers and head for shore at least 100 meters away from the dock. Then turn off the shore power at the main panel and unplug all shore power cords and correct the problem.

To see that complete Boat U.S. article go to www.boatus.com and search Shoreline ESD articles.