

# THE PORT HOLE

JUNE 2018

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

Send your photos to:  
[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

# WINDSHIFTS



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

**G**reetings!!  
Now that summer is just around the corner, many of you will no doubt be looking forward to some very serious boating, and getting your vessel ready for its summer voyage. For some, this will mean consulting the internet, and other sources of information to ensure that your trip will be not only safe, but enjoyable too. I find that some of the best advice available is dockside, and not on the internet, but found in those boaters in your own marina or yacht club. I would also encourage you to ask the front office staff as well, as they are often better informed than most, as to what changes have taken place in the last few months, not only in your local area, but further afield as well. One year I got some very good tips from the yard mechanics, who seem to know everything!

Note that this summer there will be some changes in the Small Vessel Regulations regarding the type, and number of flares that your vessel must have aboard, and some new PFD stipulations as well. For that information see this issue's *Just ask John* article, and you should be well on your way to not only understanding the new flare changes, but also the new PFD rules as well.

As with any non-profit organization, CPS-ECP tries to do its best in marketing itself but it can be quite a task. A task that is not necessarily everyone's cup of tea. So in that light, I encourage you to read this month's *Vantage Point*, where our Chief Commander outlines the finer points of marketing, and the future path CPS-ECP would like to travel. Having been a member of CPS-ECP for many years, I see this as one area that really needs the touch of a professional, as marketing a non-profit is never an easy task! Herding eighty hamsters wearing PFD's would be much easier.

Another interesting article, showcases our Educational Department's recent spring meeting held in March of this year. It provides a summary of the weekend, and presents some new, and interesting features being looked into by the department. Reading this article provides a good summary of what new, and innovative things the department is looking into, but also some new ways to use social media to get people into your courses, seats, and events.

I also would direct you to two other articles as well. One dealing with the whole idea of cruising, and how to adapt it to a very small vessel, and one person, which is often how I go about my aquatic experience today, and how it can be done with a minimum amount of equipment, and cost. Then finally I invite you to read all about "ten gift horses" in Bradley Schmidt's *Jet Set*, the more the merrier, maybe.

And for those who have never attended a National Conference I would encourage you to review the last few pages of this issue, to see what is going on in Ottawa this fall, and get your registration in, you will not be disappointed, as both the 80th Anniversary Committee, and the Ottawa Conference Committee is hard at planning a great birthday party for us all!

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 August 20, 2018.



## Find CPS-ECP ON SOCIAL MEDIA

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Chuck Beall, AP  
Chief Commander

The easiest “fill in the blank” answer in the world (except for your name) is to the statement, “Marketing is \_\_\_\_\_.” That’s because (nearly) everyone knows what marketing is. And, if the blank to be filled was “The purpose of a marketing plan is to \_\_\_\_\_” about 90 per cent of the answers would be, “build/strengthen/modernize our Brand.” For a certainty approaching 100 per cent, both answers are at best incomplete and usually completely wrong. (Hint: Brand is what others think of us, not how we present ourselves to the world.)

The present CPS-ECP marketing plan is getting people to buy our products by putting glossy pictures in magazines few people read. We offer our courses at a really good (cheap) price so we can gain revenue. That’s actually selling and advertising, and mostly price not product, not marketing.

Selling is using tactics to get someone to pay us money for our products (courses). Advertising is telling others about our courses. Marketing is more than that. One way of looking at marketing strategy is to think about who our potential students (customers) are. Then, we need to figure out their needs (not what they want – which may be quite different). The third step is to satisfy their needs.

It is all very simple, except that it’s not. It takes skill and experience to achieve a successful marketing strategy. It is usually beyond the expertise of small businesses and Not-for-Profits. That’s why the Executive Committee (ExCom) and the Board of Directors (BOD) are looking at hiring experienced marketers to help us develop a realistic, practical marketing strategy that can be turned into a successful marketing plan.

It’s a similar exercise to the one we used to define and build our new IT network. The first step was to figure out who we are and then what we wanted to accomplish with our IT system. The next logical step was to turn that into a Request for Proposal so we could get some professionals to help us.

Our ultimate marketing goal should be to identify the customers (students) we want to attract, figure out how to get them to want to come to us for our product so they can satisfy their needs (which we can help them appreciate that they have). And we will do that with our marketing strategic plan. We can then develop our marketing plan

(implementing our strategy) with Marketing Committee and our outside consultants.

In the meantime, there are many things we can do individually, and together, to attract students, add new members, and to fill our courses in the short-term. A lot of our “marketing discussions” are based on the assumption that “someone else” will do “marketing” so that the courses will “fill up” and all will be well again.

We need to change our thinking at all levels of our organization. There are many direct things we can do to raise our profile which aren’t expensive. And, they are usually quite effective.

In recent years small businesses and Not-for-Profits have begun using social media as a marketing tool. At the recent March Educational Department Meetings in Toronto, Dino Kubik showed us how effective using Facebook can be. Course registrations are up and the percentage of new students signing up as members is breath-taking. To see the presentation, log in to: <https://register.gotowebinar.com/recording/6365161163853668353>

Other tools are available to give us a chance to participate directly and personally in marketing activities (another way to control our own destiny). One of the obvious ones is the Recreational Vessel Courtesy Check (RVCC). Meeting potential students/members face to face is a great way to market CPS-ECP on many levels. A real person right in front of you replacing some ad seen on an electronic device can help us “stand out” in a crowd. If we really want more students (and members) we have to go where they are – on the docks with their boats.

Charities research shows that a primary motivation for giving is that it makes the donor feel good. The Canadian Safe Boating Council (CSBC) has a program to collect used life jackets, in good condition, and send them to Northern Communities where the cost of new life jackets is almost prohibitive. CPS-ECP is exploring how we can participate in that CSBC Program.

Imagine the dockside experience that will generate. We will give boaters an opportunity to feel good by giving life jackets they don’t need anymore, save money with an RVCC, and positively add to their boating experience (with our courses).



## Canadian Power and Sail Squadrons

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Executive Director  
Walter Kowalchuk, P

This is our 80th year of successfully promoting boating safety. Share the experience. Find ways to have a Squadron or District event. Invite the public. Join forces with local regattas, “in the water” boat shows, or local festivals and offer to enhance the event with an 80th Anniversary event. Don’t forget to bring the Virtual Boating and the VHF Radio simulators.

Research shows that as many as 90 percent of boaters never venture much more than 15km from their home dock. Go to your local marina, particularly one that sells boats, or yacht club and offer to help organize an overnight cruise for new/inexperienced boaters using their own boats. And, you can expect to enjoy sharing your boating passion and experience with some “newbies.” Without too much effort you should be able to plan fall/winter cruise reunions in CPS-ECP courses!

In the meantime, the Board of Directors and ExCom are looking forward to selecting and working with professional marketers to provide a set of tools designed specifically for Squadrons, and to a lesser extent Districts. The goal is to make every Squadron’s story a success story with more members taking more courses and participating in Squadron activities with friends, some old and some new.

## CPS-ECP Announces Two New Awards

Whilst we have extraordinary individual volunteers in CPS- ECP, we also know that there are exceptional *teams* of people too.

And so we are pleased to announce two new Awards - the **Chief Commander’s SQUADRON OF THE YEAR AWARD** and the **Chief Commander’s DISTRICT OF THE YEAR AWARD**. The Awards will be presented for the first time at the Ottawa AGM in October. Squadrons and Districts can be nominated by others, or nominate themselves. Don’t be shy! Let us know what you have achieved and how your achievements can inspire other Squadrons and Districts. What a great title to be able to put on your web site - **Squadron of the Year 2018** or **District of the Year 2018!** Nominations will close June 30th 2018.

You will find all the details at [www.cps-ecp.ca](http://www.cps-ecp.ca) when you log-in and go to Members Moorings, Membership Awards.

While you are thinking about these two new Awards, have you completed your Nominations that include VOLUNTEER OF THE YEAR \* OFFICER OF THE YEAR \* INSTRUCTOR OF THE YEAR \* ELECTRONIC INSTRUCTOR OF THE YEAR? Please take the time to get them done soon, and honour the person who brings an extraordinary voluntary commitment to the work of CPS-ECP. Yes, Members Moorings is the place to go for these Application Forms too. Nominations close May 31st, 2018

**Get in touch soon - we want to hear from you with your Nominations for Squadron, District and Individual Awards.**

Marilyn McBeath  
National Secretary





John Gullick, AP  
Manager, Government and Special Programs

I have been asked if I expect any changes to the boating Safety Regulations and I recently received notice of a few proposed changes to Transport Canada's Small Vessel Regulations that will have an effect on recreational boaters across the country and will probably be introduced by this summer.

**Stand up Paddle Boards** will now be added to the list of Recreational Vessels and will be subject to the same safety equipment requirements as Paddleboards, Watercycles, Sealed-Hull and Sit-On-Top Kayaks.

**They will be required to carry:**

- One (1) lifejacket or PFD for each person on board\*
- A buoyant heaving line of at least 15 meters in length,
- A sound signaling device
- and a watertight flashlight or navigation lights if the vessel is used after sunset or before sunrise.

\*If everyone on board is wearing a lifejacket or PFD of appropriate size they are only required to carry a sound signaling device (whistle attached to their PFD) and a watertight flashlight if the vessel is used after sunset or before sunrise.

The obvious aim of this \* acceptance is to have all those using these types of vessels wear their lifejackets or PFDs. The other change that will affect safety equipment requirements relates to the number of required flares. Here is a list by vessel length of the current and coming changes:

**Vessels no more than 6 meters in length:**

- Current: Three flares other than smoke signals.
- New: Three flares not more than one of which is a smoke signal.

**Vessels more than 6 meters up to not more than 9 meters in length:**

- Current: Six flares other than smoke signals.
- New: Six flares, not more than two of which are smoke signals. \*Exception: At least three flares, not more than one

of which is a smoke signal if there is also a means of two way electronic communications on board.

**Vessels more than 9 meters in length:**

- Current: Twelve flares, not more than six of which are smoke signals.
- New: No change.\*Exception: At least six flares, not more than two of which is a smoke signal if there is also a means of two way electronic communications on board.

**Human Powered Craft more than 6 meters:**

- Current: Six flares other than smoke signals.
- New: Six flares, not more than two of which are smoke signals. \*Exception; At least three flares, not more than one of which is a smoke signal if there is also a means of two way electronic communications on board.

**Personal Watercraft:**

- Three flares other than smoke signals.
- Three flares, not more than one of which is a smoke signal.

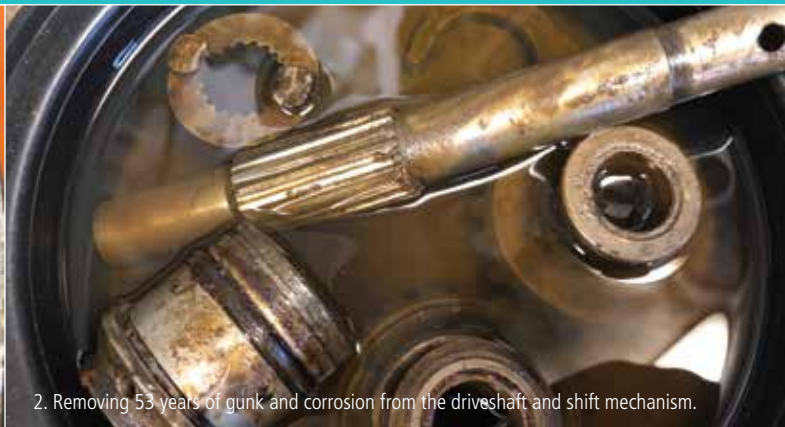
Note: Flares are not required for a vessel that is operating on a river, canal or lake on which it can be no more than 1 nautical mile (1.85 Km) from shore or has no sleeping quarters and is engaged in official competition or pin preparation for an official competition.

There is also a minor change to the Pleasure Craft License requirement. This is the license for the boat, not the operator. The amendment would clarify that an update to a license would not extend the expiry date of a Pleasure Craft License by an additional 10 years.

On the renewal of Pleasure Craft Licenses, which are currently good for 10 years and for which there is currently no charge to renew the license, I strongly suspect that within the next few years there will a change to a 3 to 5 year renewal period and a renewal fee will be introduced so users will help to pay for the vessel licensing program.



1. Inside the lower case.



2. Removing 53 years of gunk and corrosion from the driveshaft and shift mechanism.



3. An icon from the early nineteen-fifties.

Bradley Schmidt  
National Power and Sail Squadron

### The Jet Set – Vintage Johnson 10 HP – Part 1

I'm sure you've heard the term "Never look a gift horse in the mouth." Since you can tell a horse's age and general condition by looking at its teeth, this proverb is a reminder to not question the value of a gift. What would you do if someone gave you the gift of ten horses? That's exactly what happened to me. After ten years of writing this column, I guess I've earned a reputation as a tinkerer, having featured a number of my exploits with old motors. Recently R. John Garside, the editor of Port Hole, got in touch and offered me ten horses, in the form of a nineteen fifties Johnson 10 HP outboard! R. John mentioned that last time it ran, it did so very smoothly and that he even had the original fuel tank to go with it. He obviously knows what makes me tick, because I wholeheartedly accepted.

I met R. John at his lovely home on a cool day in March. The motor was exactly as described. I learned it had been in his family for many years. He again mentioned how smoothly he remembered it running, and I asked when that was. His answer? 1965! Gasoline powered motors require fuel, air, compression, and spark to run. When buying a used motor it is advisable to pull the cord and turn the motor over. This confirms that the motor is not seized, and if it resists pulling over, that's a good sign it has compression. If it turns over and has compression, the other things such as ignition and carburetion are easier and less expensive to fix. Especially with an older motor whose value, even in running condition may be negligible, it may not be cost effective to go deeper and fix internal problems, so during inspection, you can use this to

either get a better deal, or consider walking away. Now, if the motor is given to you, it's a whole other story...

When I got the motor home, I realized it was seized. Sometimes you can loosen up an old engine by taking out the spark plugs and letting the pistons and cylinders soak in oil or automatic transmission fluid. I removed the plugs and shone a light inside the cylinders – both appeared clean with only minimal corrosion. Typically a seized motor will not turn at all, but with the cylinders open I tried to move the flywheel again and noticed that there was a very small amount of play. On further inspection I realized the engine was jammed in forward gear, so turning the motor over was trying to turn the propeller. I wondered if the lower unit was seized, not the engine? I pulled the lower unit off the motor and set it aside. With it out of the way, the motor turned over freely. I re-installed the spark plugs, pulled it over, and noted that it had strong compression. All the signs are there that with some maintenance and new parts, this engine will run again.

I took the lower unit apart and found that all the gear oil was gone. It has spent the better part of 53 years in a shed, with ambient moisture rusting the lower unit gears and gear shift assembly together. I was able to separate the parts and as a result I think they can be saved if I clean the corrosion and gunk, lubricate, and reseal the bottom end.

At a minimum this motor will need a carburetor rebuild, new spark plugs and wires, and an impeller. Motors of this vintage used a pressurized tank where air pressure generated from the motor is forced into the tank, pushing fuel up to the carburetor. It is very common to convert these motors to run on a standard tank by adding a fuel pump. That's another project on the to-do list. Stay tuned for updates.





## Educational Department Spring 2018 Meeting

Peter Bolton, SN  
National Educational Officer

The CPS-ECP Educational Department (ED) held its annual meeting at the Airport Hotel Toronto on March 22 – 25, 2018. Forty members of the Department took part in a busy weekend of presentations and discussions. Although much emphasis was placed on outreach this time, the updates in classroom courses were also kept in mind. The ED Executive were delighted with the success of a webinar experiment for both sending out presentations to an external audience, and receiving presentations from afar.

On the Friday night, these presentations were delivered at the meeting but were also “broadcast” by webinar:

“Adapting CPS-ECP Courses for Online Delivery” by Murray Richmond, “Seminars – AIS / Collision Regulations / Celestial Navigation” by Brian Reis, “Maritime Radio Course update and Study Guide” by Keith Roberts, the “80th Anniversary Celebrations and RVCC” by Don Macintosh, and lastly a presentation on the “Publishing Committee Potential”, a presentation by me, made in order to provoke ideas and suggestions from the ED members. All these presentations were fed into a webinar as an experiment by ANEO J-R Lavergne and ED Communications Director Dave Corke, and were heard and observed by Don Griffin in Vancouver and Simo Korpisto in Vernon, BC. On Saturday morning after the Department reports, the first ever long distance inbound presentation on “ED Functions on the New IT System” was made by Don Griffin (still in Vancouver). This was followed by a great presentation on “How Fredericton Squadron uses Facebook” to get their message and their presence out to local boaters and Squadron members by Dino Kubik (Fredericton Squadron Commander) live, and long distance from Fredericton, New Brunswick. This has been helping the Fredericton Squadron to fill courses and events. The webinar experiment was

a great success with Dave Corke and J-R Lavergne operating the webinar from their PCs, and Jean-Guy Giguere racing around as the roving microphone carrier. These and the other presentations were recorded, and will be available to our members as soon as we can find online storage on the New IT System.

Lots of Outreach this year with “Online JN”, a presentation by Past Chief Tony Gardiner, describing how he is running a Boating 6 - Off Shore Navigation Level 1 (a.k.a JN) using a weekly (blended or synchronous learning) webinar with a total of 22 students. Tony is planning to run a blended Boating 7 - Off Shore Navigation Level 2 course in September. “How Squadrons Can Get Involved in Online Education” by ANEO Carolyn Reid and the Outreach Committee was the next presentation. Carolyn emphasized the need for cooperation in providing local tutors to assist local students, and outlined a payment scheme to assist Squadrons. So although there was an emphasis on online teaching in this meeting, we were conscious of the fact that online courses run in parallel to the classroom courses, and while taking steps forward with outreach, the classroom courses must not be neglected. A refresh of Boating 5 - Near Shore Navigation Level 2 has been completed by Janet Fraser, and the new Course Committee Chair of Boating 4 - Near Shore Navigation Level 1, Ross Bligh is looking at ways to refresh that course. John Kabel, Chair of Electronic Navigation (EN) made a short presentation to ED Executive on the need to standardize the use of OpenCPN as a chartplotter application (USPS/ ABC have taken the same approach). He also expressed the need to update our Electronic Navigation (EN) courses in the fast changing world of integrated electronics. Our EN courses (apart from the latest (2017) Radar course)

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# Small Vessel Cruising: The Launch of an Idea...



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

It all began in 2004 with an invitation to spend a week at a remote fishing camp on Lake Nipissing called Camp MacMac. It was described as an interesting place with ten rustic cabins and a beautiful setting on the south shore of the lake, and the fishing was superb. So for one very warm and sunny week my wife Ann and I joined her sister's family in this new experience. We were not disappointed.

The water was clear and the beach was very nice and protected, and most important of all, each of the cabins came with its own fishing boat! Access to the camp was only by a forty-five minute water ride in the Lady Mac, the camp's ancient steel hulled taxi boat built in the late 1940's. As a result, once at the camp you were in the middle of this huge lake with the horizon inviting you to explore it. Now for most of the camp attendees their interest was in the fishing or the swimming. However, I am not a fisherman, and I am a non-swimmer, so my focus zeroed in on the lake and the small fishing boats.

On the second day there, a Sunday, I ventured out by myself and traveled off to a distant island that could be seen in the distance. I had no chart or other nautical guide with me other than an old Ontario road map! The trip to the island took about thirty minutes, and once there I was welcomed by over a thousand birds! They were either sitting on the island or swimming and darting into the water. I found out they were cormorants,

one of the many aquatic birds that frequent this part of Ontario. As I slowly moved around the north part of the small island the birds all took to the sky and it was quite a magical sight.

I immediately nicknamed the island, Bird Island. I then carefully navigated my way back the camp, and let everyone know about my bird adventure. It soon became apparent that most the people never travelled that far out into the lake. I was the only one of the group there, other than the owner Cliff, who had ever travelled out that far. So the next day I took several people out for a look and they too were amazed at all the birds!

Over the next few days I began taking my small fishing boat out and began exploring the very local waters. It was most interesting. There were several small rivers and inlets to explore, each one was unique, and lots of wildlife abounded both in and on the water. Then one afternoon while walking through the camp's main office I spotted a place mat with a map of the lake on it. That was the seed of inspiration of my "small vessel cruising".

In the past, cruising was only viewed as something that was done on larger vessels with lots of equipment in very big bodies of water with several people aboard. I thought how could I then take this picture, and adapt it to a smaller vessel, a very small fishing boat, with just one person aboard? The result proved most interesting.

The first thing I addressed was the lack of information about the water body and procured a complete set of charts



for the lake and the adjoining waters. Now with this in hand, I began to see there were lots of possibilities and numerous day trips, of say three hours out and three hours back, with several interesting things to investigate along the way. So over the winter I began my planning and drew up a small list of things that would be essential to my endeavours the following summer.

The first thing to address was the actual boat. The camp had a fleet of about ten or eleven wooden eighteen-foot fishing boats of various ages and states of repair. Some were so old they had to be bailed out quite often and were only suited to rowing and very short distances. The others, though newer were also in rough condition and needed to be better equipped to handle the longer distances that I wanted to travel. So I contacted the owner and explained what I wanted to do, and he assured me that the next summer I would get a much better boat and one of the more reliable outboard engines. This was a very good start.

Over the next few months I then started to gather up my various pieces of equipment, some of which I had kept from my big boat. I now had most of the things I felt that were needed: A complete set of charts and chart slip covers, a set of binoculars, a very simple log book to record my travels, a small first aid kit for me and one for the boat and knowing how fickle the weather can be a complete set of head to toe rain gear. Then thinking about the pending voyages I acquired a small digital travel clock and set about stowing all of this gear into one neat traveling bag.

Now the water in August is almost warm in Ontario, but the air can be cool, so I soon abandoned the idea of stowing my rain gear and decided that it would be a much better idea to wear it along with my PFD. That would save space, and also keep me dry and warm. Soon all my various bits fitted quite neatly into a nice robust cotton bag, and which easily stowed on the back port side seat of the fishing boat. I was now getting ready to address the finer points. Looking at the charts I found that I would often be travelling about six hours or more across the water and I knew that the fuel consumption of the old 15 hp two cycle motors were such that I would need to take on at least two additional tanks just to make it back to my starting point. Lake Nipissing does have a few marinas that sell fuel, but given some of the places I was thinking of going would place me far out of their reach, so I decided the best course of action was to carry as much fuel as possible. This meant for each trip, I should have four full fuel tanks, each holding twenty litres. This would allow me to travel far and wide and not have to worry about refueling enroute. For the camp owner this certainly was an incentive to provide me with the three additional full tanks!

So with all my planning and careful chart work behind me I felt I was now ready to begin my dream of small vessel cruising. Now all I had to wait for was the month of August to arrive and I could be on my way!

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Continued from page 33

## Educational Department Spring 2018 Meeting

are all getting a bit long in the tooth. John will be returning to the ED Executive with more detailed proposals in the summer.

We were delighted to welcome Rear Commander Bill McManimen, SN, of USPS/ABC who gave us a report on highlights of the progress of courses, and their plans for the future. This includes an exciting new venture into a series of On The Water boating skills courses.

Presentations from Court Harkness on Marketing initiatives, and David Agnew on Membership and Membership Benefits, helped the meeting to focus on how the Administrative Department committees are working to maintain and promote membership benefits, and to help attract members of the public into our classrooms and into becoming members. In addition, these presentations stress how we all need to keep involved, not just with the Education Department initiatives, but also we must be aware, and involved in what the other committees are doing to promote our mission of teaching safe boating. A Strategic Plan Update from Past Chief Joe Gatfield, showed that the goals are ongoing, but good progress has been made. This was followed by CSBC Safety First

Marine program which was presented by Joe Gatfield, CSBC Chairman John Gullick and Julia Morch. This is a program which helps to educate the boating public on what safety equipment would properly suit boaters' needs, together with what they are legally required to carry in their boats.

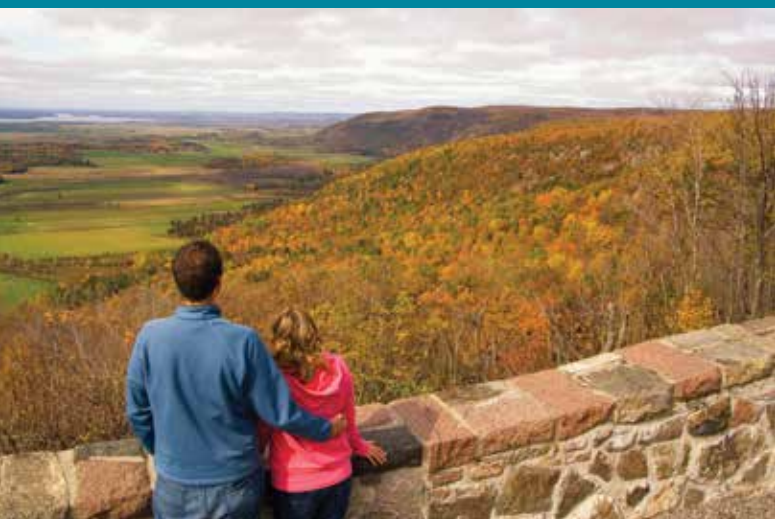
The meeting was concluded by an address by Chief Commander Chuck Beall, and a breakout session on how to get Squadrons involved locally with online courses by ANEO Carolyn Reid and a brief business meeting. Our Chief Commander then talked about the ongoing work to bring the New IT System into use, and the efforts to get a professionally directed National Marketing program into being, and then took questions from the Educational Department members.

It was a busy weekend of presentations and discussions, and was well attended by members of the Department. The ED Executive were delighted with the success of the webinar experiment for both sending out presentations to an external audience, and receiving presentations from afar. "Well Done" to Dave Corke and J-R Lavergne.



# JOIN US IN OTTAWA OCTOBER 16-21, 2018

[www.cps-ecp.ca](http://www.cps-ecp.ca)



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

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

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

What does Fall look like in Ottawa?

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

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

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

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

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

## Our Tours

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For any information, questions or concerns, please contact [ottawa2018@cps-ecp.org](mailto:ottawa2018@cps-ecp.org).



# CONFERENCE 2018

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

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

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



REGISTER ONLINE AT: [www.cps-ecp.ca](http://www.cps-ecp.ca)

All fields are required

First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Grade \_\_\_\_\_

Guest's First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Grade \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ Province \_\_\_\_\_

Postal Code \_\_\_\_\_ Tel \_\_\_\_\_ E-mail \_\_\_\_\_

Squadron \_\_\_\_\_ District \_\_\_\_\_

Member no. \_\_\_\_\_ Officer Position \_\_\_\_\_

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

## FULL CONFERENCE MEAL PACKAGE

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

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

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

## Individual Conference Meals

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

Friday, Joint Officers Lunch \_\_\_\_\_ x \$50 = \$ \_\_\_\_\_

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

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

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

## Tours

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

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

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

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

TOTAL = \$ \_\_\_\_\_

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

## PAYMENT INFORMATION

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

Mastercard  VISA Name on the card \_\_\_\_\_

Card no. \_\_\_\_\_ Expiry Date (mm/yy) \_\_\_\_\_

Signature \_\_\_\_\_

Dietary or physical restrictions and other requirements: \_\_\_\_\_

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

## CANCELLATION POLICY

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