

THE PORTHOLE



April 2019

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With the warm weather now beginning to creep across the country many of us begin thinking about the vessel we left up on stands at the marina and begin our plans for the next cruising season. For some this will involve their Canadian-built boat and in this issue we have the very first promised article on that very subject: Canadian-built boats. So I invite you to read the article and maybe realize that not all good vessels come from afar, but some are made right here in Canada.

On another front I had a delightful “exit interview” and chat with David Burt, a recently retired CPS-ECP Director. Back in 2016 I interviewed David as he was moving into his directorship and now three years later he has many interesting insights and an appreciation of how complex CPS-ECP really is. It is much more than a just a collection of Members and Squadrons. David’s view of the problems facing CPS-ECP are not new, but some of his solutions are certainly unique, as he said, “we often need to look outside of the box”.

And finally we all are aware that this is the month of April, but I would like you to think back in time to the last century, Saturday April 14, 1912, to be exact. On that day the RMS Titanic made contact with an iceberg and many stories, films and remote searches later we have a much better understanding of what

took place that night. However, it still remains as one of the most fascinating marine disasters of all time. I remember reading as a child some of the supposed things that might have been done to prevent the disaster, many were flights of fantasy, but a few could have made quite a difference in the final outcome. I actually have two personal stories related to the vessel and a few thoughts on what could have happened as well. So I invite you to sit back and sip your glass of port and read my article, RMS Titanic and what might have happened.

Beginning with this issue I am running a series of articles on Canadian boat builders, both past and present. To illustrate these articles I ask that you send me your Canadian-built boat’s picture along with a few comments concerning its age, the builder and of course, its home port. The pictures can be in colour or black and white, but please do send them! I already have a few, but more would be nice. My contact information can be found on the masthead page of this issue.

So do you have a story to tell? Has your Squadron done something of interest? If so, do send me your stories and information and look for them in a future edition of The Port Hole. The next deadline for submissions is **May 20, 2019**. ■

CORRECTION – from issue Dec.2018

Joseph Gatfield Leadership Award

Carolyn Reid is a member of Frenchman’s Bay Power & Sail Squadron of the York East District and not North Shore Power and Sail Squadron of the Pacific Mainland District.



Don Macintosh, P, National Administrative Officer
Frenchman's Bay Power & Sail Squadron

It should come as no surprise as a member of CPS-ECP I am a boater. When I am not on the water or on a dock I spend much time reading about boats and boating.

When I am online, Boating Industry Canada is a frequent “go to” site. One boating article I was very pleased to have read was about the 2019 National Marine Manufacturers Association (NMMA) Canada breakfast to be held across the road from the Toronto International Boat Show. Needless to say I attended the NMMA breakfast. I was very glad I did. First, Ms. Sara Anghel, President, NMMA Canada gave a great overview of today’s boating industry in Canada. Then Mr. John Peak, the Global Capital Markets and Business Development Leader for Wells Fargo CDF gave a very detailed overview financial presentation. Despite issues and concerns, both presentations affirmed boating in Canada today and tomorrow would necessitate an astute awareness of change – environmental, financial as well as social.

Underscoring my thoughts on change at another “go to” web site, Soundings Online (A great source for boating information – both text and video,) I discovered pictures of off-shore recreational fishing boats with four (4) or five (5) large and powerful outboard engines. Strangely, I thought about my first boat with its 5½ motor. Indeed - things have certainly changed.

Thinking about boating and being environmentally astute I easily recalled fellow CPS-ECP member Jennifer Pate’s presentation on *Love Your Greats*. I encourage everyone, boater or no to take the time and watch *Love Your Greats* at www.jenniferpate.com/speaking Perhaps there should be no greater concern for every type of boater, power, sail or paddle sport than the environmental well being of water – be it ocean, a Great Lake, a small inland lake or a river.

At the beginning of the year, CBC’s Senior Meteorologist Johanna Wagstaff prepared a report on Canadian climate change and its possible effects. Undoubtedly, Ms. Wagstaff’s report has many direct implications for Canadians including its boaters. With Canada’s changing weather patterns the need for increased boat competencies such as earning a Personal Craft Operating Certificate (PCOC) as well as a Radio Operators Certificate – Marine (ROCM) is at least prudent.

As far as being financially astute with reference to boating in Canada the range of concerns and topics is equal to the many different kinds of boats across Canada. Three years ago the NMMA reported recreational

boating revenues at approximately 5.6 Billion in GDP per year by providing approximately 75,000 marine industry jobs.

Further, concerns about Canadian retaliatory tariffs (Section 232 of the USMCA) require specific individual assessment. Consequently, I encourage those wanting to be better informed about the financial issues regarding Canadian boating to please contact NMMA Senior Vice President of Government Relations and Legal Affairs, Nicole Vasilaros at nvasilaros@nmma.org

In terms of social changes, many of the recent social changes, for example, the use of social media, the increased availability of online training and the use of videos that have significantly impacted Canadian boating have become widely accepted. For CPS-ECP this does not mean that in class teaching is being overlooked or forgotten. The use of new teaching methods is just an alternative way to help educate Canadian boaters enjoy their time on the water.

Yet there are other social changes to Canadian boating. A recent study on recreational boating activity in the USA reported that the average recreational boat was used about a dozen times a year. Likely you leapt to the same conclusion I did. That is one very expensive toy considering its purchase price, insurance, yearly maintenance and miscellaneous safety equipment. However, the same report documented a peer-to-peer (Dare I write pier-to-pier) rental marketplace that has earned the average boater about \$4,600.00 USD in rental income. Renting your boat when you are not using it is very similar to the Airbnb business model.

Additionally, the recreational timesharing concept is increasingly being applied to boat ownership – both for sail and power boats. In the US the concept is widespread and here in Canada the concept is becoming increasingly common. Similar to vacation condos or chalets, shared boat ownership can reduce an individual’s “start-up” costs and most frequently provides access to a larger, better equipped boat. In taking the boat sharing concept one step further, boaters can join a boat club which increases the opportunity for families to enjoy time out on the water.

Please remember, in Canada boat renting, boat sharing and boat club memberships still require proof of operator proficiency before heading out on the water for a day of family fun.

For more information on boat operator proficiency courses please contact www.boatingcourse.ca or www.ecpquebec.ca



AN EXIT INTERVIEW WITH DIRECTOR DAVID BURT

«Before change, I wanted change» – by R. John Garside

The April 2016 issue of The Port Hole featured an interview article with a newly minted director, David Burt. Now three years later another article is featuring the very same person who is now a recently retired director of CPS-ECP. When I was planning this issue back at the October 2018 Conference in Ottawa, I just happened to meet up with David on the Saturday and when I suggested an “exit interview” he was all for it. So what does three years serving as a CPS-ECP director provide? “A lot of inside views and it puts the loose ends together”, said David. In order to better understand what commitments and issues, David had to deal with I generated a list of 13 questions and then in early December 2018 we spoke over the phone to iron out the finer points and fill in some of the blanks. It was a very rewarding chat.

Q. What was it like to sit around the boardroom table with your peers?

A. After learning some protocol, such as don’t sit at the Directors’ table until after you are sworn in at the AGM, most things seemed to fall into place. It was quite amicable sitting around the table with my peers, partaking in and sharing ideas. Not much different then meetings held at the District level. There were two main face-to-face meetings a year in the months of April and October and four web-based meetings as well. And there was always the possible emergency meeting depending on the circumstances. These web meetings usually lasted about two hours. But the key theme David said it was “to make things happen”.

Q. What Committees did you participate in? And what were the results?

A. My first duty as a Director was to become a member on the Nominating Committee. This is one of the most important committees we have. You are part of a group

that determines the fate of incoming nominees for a Director’s position. I was also involved on the Audit Committee and the “Gang of Six” Committee for Toronto International Boat Show (TIBS). The Nominating Committee “is very secretive and we had a very good representation across the organization, and this ensured that only a well-grounded candidate would be considered.”



The Audit Committee was very interesting too as “we met with the outside auditors and looked into what had happened in the organization during the year and if there were any issues.” The one area that seemed to need fine tuning was the IT portion which had some unusual items in it.

“My TIBS participation will be seen very soon.” In the GTA there are six directors and we all got together to generate a “new look and feel to the CPS-ECP booth at the Toronto boat show. This year we are trying to create a clubhouse setting and hopefully we will be able to have potential students register online

if all goes well. So we will run the flag up the pole and see where it goes!”

Q. Was there an ongoing theme to the Board during your tenure? And how did this influence the group?

A. After my first six months the big thrust was participating in our up-and-coming IT replacement for WBAS. We all started on the ground floor at that time looking at proposals from two or three organizations. Discussions followed as to which company was best suited to take us forward to a new operating system. Being on the Audit Committee also gave me an insight on the funding side of things and kept me abreast of how the whole operation progressed through funding phases. It was key that the new system be friendly to the public and no one on the board liked the old system.

Q. How much time did being a member of the board take? Any advice for a newcomer?

A. No doubt about it. There is a commitment to help out and produce. No free ride at this level. There is definitely more time spent when you take into consideration your own squadron duties, plus any time you have committed to District. My advice to newcomers is to be prepared to roll up your sleeves, get involved, and have a hell of a good time while you're at it. It's a new environment, one that has national level concerns and requires a new way of thinking for some, as what may be good for National is not always the best for a Squadron.

Q. Did you have fun?

A. I don't know if fun accurately describes my time as a director. Definitely, it was rewarding, and definitely there was laughter along the way. However, you are focused and always striving to accomplish the goals within your own committee(s). It is satisfying when we all come together with our individual reports and gain the bigger picture of the goals we want to achieve. Of course there was always a relaxed atmosphere in the hospitality suite for sure and this was good for all. Warren Clark was a good mentor for me before I became a director. He said, "in boating, change is slow, and in CPS change happens, but rather slowly".

Q. Highlights of your term in office, yours and the Boards.

A. Gaining an insight of the difficulties and concerns that Districts and Squadrons are facing right across the country in these difficult times of membership decline. We are all involved in looking for possible solutions. I was also pleased to be given the opportunity to represent the Chief Commander at the Georgian Trent District AGM. At first this seemed to be a mixed blessing for I started out from my home in the fog and drove for three hours to get to the meeting site. Fortunately the fog lifted and my experience was very good. I got to talk to the District and Squadron people about their local concerns and they can have a very different point of view. For an example, many of the Squadrons only offer the ROCM course as many of their members live in the GTA and take their courses in the winter with a local GTA Squadron. As a result the ROCM Course is the life-blood for many.

There is a problem, and it may not get better. There will be more online courses and fewer classroom courses in the future, as the public wants online courses. So attracting new members is a problem. And recycling is not good for us and cannot go on forever. So what we really need to do is to look at a new structure for CPS-ECP or some other arrangement, one that is sustainable with our reduction in membership.

Q. Any new observations in CPS-ECP?

A. Our online boating courses are growing and doing well. We cover a wide range of levels right up to Navigation. This is what the public is asking for and this is how the majority of courses will be taught as we move forward. Squadrons and their Districts will have to come to terms with the continuing decline of classroom instruction, and this includes reduced membership.

Q. As an ex-director what are your ongoing commitments to CPS-ECP?

A. I wish continued success for CPS-ECP for another 80 years. We play such an important part in keeping boaters safe on the water. There is an incredible commitment of time, which adds up to an unbelievable amount of volunteer hours for those involved. We are facing difficult times. Each of us is a piece of the puzzle and coming together for the big picture is not always easy.

Q. What will you do now with all of your free time? More piano works? (Note that David is a very competent piano player and piano teacher!)

A. With over 1500 subscribers to my YouTube Channel, I plan to produce more tutorials on various elements of understanding the structure and theory of music. If I don't post on a regular basis, I hear about it from my subscribers. So any extra time I gain will go toward achieving that goal. With Christmas just around the corner of course, I will be working on an interesting rendition of White Christmas this year.

Q. How has being a Director changed your outlook from when you began your term?

A. My appreciation for the overall structure and on the whole, how well our organization works has given me an insight which I never would have experienced had I not become a Director. There is collaboration at all levels and between individuals that often are not seen by the general membership. And when you see the whole thing (project or idea) come together it is very satisfying.

Q. Now what is your wish for CPS-ECP in the future?

A. It has been said that it takes between 10 and 15 members to produce one active bridge volunteer. My wish has not deviated in my capacity as Director, and that is to significantly increase our volunteer pool which in turn will automatically look after membership growth. In today's world and with the current trends how are we going to adapt? Today we face two problems, getting volunteers and a declining membership. The young people may be interested in volunteering for us but not necessarily want to become a member of

CPS-ECP, so how can we adapt to do this? The answer I'm afraid will not be easily found.

Q. And finally what new things might you be exploring in the next few months?

A. I will be keeping my hand in Squadron activities as an immediate Past Commander. I am also committed to the "GTA Gang of Six" until the conclusion of TIBS in mid-January 2019 and I plan to help out occasionally at the District Level.

Q. And your final words of wisdom?

A. It is imperative that we establish a tag line, similar to that of USPS, sooner rather than later. It would be a loss

to everyone, everywhere if we fail to turn our declining membership and volunteer numbers into positive territory. For TIBS we have decided to go with the tag line "Canada's Boaters" which should get us some attention but long term this is not carved in stone, and, of course there is the French side of the coin to consider as well.

As our chat came to a close, I thanked David for his candidness and know that CPS-ECP has profited from his presence at the boardroom table and though David will no longer be at the table, he has certainly helped guide the CPS-ECP ship into more stable waters where the present crew can further his visions and address some of his concerns. ■

BOATING FUNNIES



Boaters Gonna Boat

COVER PHOTO OPPORTUNITY

If you have a great photo that you would like to consider for The Port Hole's next issue, please send it to us theporthole@cps-ecp.ca



To view our past issues visit: <https://www.cps-ecp.ca/membership/magazine/>



CANADIAN BUILT BOATS: THE 9 METER PROWLER SUNDECK

- By Travis Foley

Forbes Cooper, known for building sailing yachts, branched out into the power yacht market during the 1980s and manufactured the 9, 10, and 12 metre Prowlers until 1990. While they are often mistaken for a Carver, these boats have a high build quality featuring a solid teak interior that is screwed and glued, as well as a robust fibre glass hull. Designed as a 'coastal cruiser', our Prowler comfortably cruises the waters of the Trent Severn Waterway. Our 9 metre Prowler is the smallest of the sundeck/aft cabin style.

It features twin 4.3-litre Volvo I/O's (counter rotating) and while it is most comfortable at about 7 knots, it can get up on plane if needed. These boats were also available with 4-cylinder engines, but they are not as common and I wanted to be able to get around quickly, so I opted to find a boat with V6's. Considered a 'pocket yacht', the boat has features found more commonly on larger vessels. These features include a separate enclosed shower, propane oven, and comfortable sleeping accommodations for 4 or 6, if you fold down the dinette.

It has been a dream of mine to own a cruising boat since I was a kid. Growing up on the Trent Severn Waterway, our family would take periodic camping expeditions in our bowrider boat to locks such as Rosedale or Lovesick.

Inevitably it would rain and I would be envious of people who had proper cruising boats. As a teenager, my dad and I built a 'sea flea' and I had great fun on the lake with that 8 ft. boat. Recently, I was invited to go with friends on their boat for a weekend stay at a local lock. Immediately my dream of owning a proper cruising boat was reborn.



Type of Boat: 9 metre Cooper Prowler Sundeck
Length at Waterline: 30 feet
Beam: 11.5 feet
Built: 1990
Home Port: Fife's Bay, Chemong Lake, ON.
Builder: Cooper Yachts

I searched for three years to find a 9 metre Cooper Prowler with V6 I/O engines. Finally, I found what I was looking for up in the Midland area of Georgian Bay. After all the wheeling and dealing, sea trials, and final surveys, it was ours and we went to pick it up on the Canada Day long weekend in 2017.

For the trip I watched tons of YouTube videos, consulted many charts and several of my boating friends and off we went! What a trip we had to our home port on Chemong Lake! With the highest water levels seen on the Severn River for years many of the tighter sections had a pretty swift current and the beamy Prowler was not well suited for white water rafting! But we made it and have just finished enjoying our second cruising season aboard our 9 metre Prowler on the Trent Severn Waterway. We

couldn't be happier with this Canadian-built boat and look forward to many more seasons of cruising on the beautiful Kawartha Lakes and beyond! ■

RMS TITANIC – WHAT MIGHT HAVE HAPPENED

– By R. John Garside, AP



One hundred and six years ago, on Saturday, April 14, 1912, just after eleven thirty at night, the RMS Titanic travelling at 22 knots contacted an iceberg in the Atlantic. The resulting maritime tragedy would be remembered for many reasons but mostly for the great loss of life and the first official “SOS” signal sent from a vessel in distress. I first heard of this event as a small child and being an avid reader I soon found there were numerous books on the subject. Being rather curious I found myself quite enthralled with the story of the sinking and the sequence of events that led up to it sinking. However, at that young age I had no idea that I actually had not only one, but two connections to the vessel and the surrounding events that took place that night.

Those of you who have been following my story line in *Boats that I have Known* may recall me mentioning how my grandfather greatly influenced my nautical future. Though he was married to my grandmother he was actually her second husband, her first having died in the early 1930s and she re-married in 1947. So this grandfather is actually my step-grandfather and while speaking to him in the late 1990s just after the most recent Titanic movie had been released he said, “If my mother

had sailed on that boat, I would not be here.” I was floored. So when I asked how this could be he went on to explain that in January of 1912 his mother was living in the city of Liverpool and had booked passage on the Titanic, third class, of course. Her plan was to join her husband and other family members in Kapuskasing where a new homestead had been established for the family. However, by February 1912 she was not feeling very well and decided that a long boat ride would not be in order, so she passed her ticket on to another person. Looking back on it she was actually pregnant at the time with my grandfather’s older sister! My grandfather smiled, and then commented that shortly after the birth of the daughter both set off to join the family in Canada. I was very happy to hear that turn of events!

Then in Halifax at the CPS-ECP Conference in 2011, I took advantage of being in the city to visit their local Maritime Museum’s Titanic exhibit. I must say it was quite an impressive exhibit, but what caught my eye was a copy of the Titanic’s passenger list. It was all organized in alphabetical order according to class, and it also mentioned whether or not the person was rescued or not. Looking down through the various names

FUN FACTS

1 st Class Passengers – 324	Total Crew Members – 907
2 nd Class Passengers – 284	Lifeboats – 14
3 rd Class Passengers – 709	Cutters – 2
Total Passengers – 1,317	Collapsibles – 4



and their fates, I was more than surprised to see in the listing of the second-class passengers my surname, Garside. Now this is not a very common name so I was very intrigued. It seems that this person, a female nurse, was travelling to the United States for work and fortunately survived the ordeal of the sinking. She never married and returned to England and died in the early 1950s. It turns out that this person is actually a very distant family relation!

Now back in the mid 1980s I was speaking with my uncle Johnny who served in WW2 as a radio operator on several Canadian destroyers and served in the same capacity on the HMCS Algonquin from 1944 onwards. He joined up in 1939 and saw lots of action on many fronts. The two he spoke the most about were the Murmansk run that ran into Russia and the lead up to the D-Day invasion. The Murmansk run was brutal in the winter, with long periods of darkness and lots of very cold weather. So cold in fact that the crew of his destroyer had to hack the ice off in rough weather to keep the ship stable and afloat. Now this was interesting but what was more interesting were his observations about lifeboats and their use. He mentioned that while in harbour they would often have the traditional lifeboat drill and as long as there was an experienced crew handling the operation, all would go well. However, if the crew was just “learning the ropes” things “could go sideways” in a hurry! In fact he often said that if he had to get into one, it would not be from “up on high” but “in the water”. That thought sat with me for years. The other thing he mentioned was that though the capacity of the various lifeboats was fairly generous they could be very tightly packed if the conditions warranted it. In one case off the coast of Norway they came across a small lifeboat that was “crammed to the gills” with passengers who had doffed their life jackets to make room for more people on their boat. My uncle commented that the boat was certainly sitting low in the water but at least it was still afloat!

So where is all of this leading to? Well, for those interested in the actual sinking of the Titanic there have been many movies and stories written about it, but there are a lot of things written about what might have happened too. One of the most fanciful ones I read was the suggestion that the vessel should have stopped in its tracks and then lowered its anchors onto the iceberg that it had just struck, then pumped lots of water onto the berg to affix the anchors and then waited for the rescue vessels to appear. The magazine article

even had a pen and ink drawing showing the Titanic berthed against the iceberg and the passengers strolling around the deck!

Unfortunately the scenario that I am suggesting is rather a long shot, but it could have happened, if only the crew of the ship had been well directed and the passengers cooperative. From the reading I have done the crew was at best mediocre and not very well led and the passengers were often quite oblivious to what was happening on the night of the sinking until the ship really began to list and take on water. However with that said, I ask you to imagine this scenario. First of all, the vessel contacts the iceberg as it did on the Saturday night in 1912. However, instead of the crew wonder-



ing what to do, the officers take charge and begin the process of launching all twenty (20) lifeboats with just a boat handling crew aboard. Now this would take a bit of time yes, but at least all of the boats would now be in the water, right side up and in the hands of sailors who know what they were doing. Now the weather at the time was very calm, “like a millpond” some say. So with all the boats in the water the passengers need to be made aware of the situation and then following the orders of the crew and officers, the third-class passengers would line up on the starboard side of the vessel and move forward. The first and second class passengers would then line up on the port side and move forward. We know that the vessel actual dipped by the bow as the water filled each of the compartments, so my suggestion is that as the passengers moved toward the bow of the vessel they could then be loaded into the awaiting lifeboat while it was positioned against the side of the ship. Of course there could be panic and pushing but some semblance of order was present at the early stages of the sinking so hopefully the loading

of the boats would go fairly smoothly. Now if this was the case and each of 14 regular lifeboats took on 100 passengers, all of the 1,317 passengers would be afloat. The actual capacity of the wooden boats was pegged at 65 persons so adding 35 more, I think, would be quite acceptable. With 100 passengers in each lifeboat and some crew to operate it, they could then leave the side of the sinking ship and head off into the night. Now for the remaining crew: the Titanic had a very large crew totaling about 900 men and women. With just 6 boats left and even with 100 in each one there is still

a shortfall. Many would not have made it up from the boiler rooms and there would have been the “crews” for the passenger boats but still there would not have been enough boats for all. There would be drownings for sure but many less than the 1,517 reported. So I offer this as another possibility of something that just might have happened. Unfortunately time cannot be moved back and as we are all creatures of habit, I still wear my life-jacket every time I get into a small boat and note where the lifeboats are on others. Just in case. ■

Join us in

VICTORIA, BC

Oct. 15 – 20, 2019 | www.cps-ecp.ca

Mark your calendar now to participate in this year's National Conference. Volunteers and boaters from across North America will congregate in Victoria, British Columbia to exchange ideas, have their say in the business of CPS-ECP, attend workshops, network with old friends and meet new ones. It will be a working conference with plenty of time for fun and relaxation.

Victoria is situated at the southern tip of Vancouver Island. It is surrounded by the Salish Sea, which comprises the entire network of coastal waterways, inlets and harbours of southwestern British Columbia and northwestern Washington from Campbell River in the north to Olympia in the south. Long viewed by many in the region as one body of water, notably by the Coast Salish people, it is one of the most biologically rich inland seas in the world. In 2010, these waters – including the Strait of Georgia, the Strait of Juan de Fuca and Puget Sound – were by international agreement given the name “**Salish Sea**”. For boaters, it is one of the best cruising destinations in North America.

Our conference theme is “Cruise Ship Travel”

Victoria is one of the busiest cruise ship ports in Canada. This season alone, the city is expecting 267 cruise ship visits at the Ogden Point terminal. Join us on Friday night for a “Sunset Dinner Cruise”. So, pack light, come in cruise casual attire, tacky tourist attire or formal cruise ship officer attire.

To make your room reservations:

Fairmont Empress Hotel

712 Government St., Victoria, BC V8W 1W5

Reservations: 1-866-540-4429

Discount Code: CPS_1019

Online: <https://book.passkey.com/go/cpsecpagm2019>

We are pleased to announce that, for CPS-ECP members travelling to Victoria for the 2019 conference and AGM, a special room rate of \$199 a night has been secured. This rate can be booked up to September 6, 2019, for any length of stay between October 11 and 23, subject to availability. Whether you come before the Conference or stay on afterwards, Victoria is a beautiful city to explore.

Our Tours:

Tuesday night (October 15): Join us for a tour of Victoria's Canadian Coast Guard Marine Communication and Traffic Services (MCTS) centre. Across the country, these centres coordinate responses to distress calls, broadcast maritime safety information (weather and navigational warnings), screen vessels entering Canadian waters, deliver information and advice to regulate marine traffic movement, and take appropriate action to ensure the safe and efficient movement of vessels in Canadian waters. Cost of the tour is \$25 and includes dinner prior to the event.

Wednesday night (October 16): Join us for a haunted “Ghost Walk”, featuring murder, hangings, romance and hauntings. After a day of meetings, this is just what you need to clear your head. Cost of this tour is \$20.

Thursday afternoon (October 17): Whale and wildlife watching! A three-hour tour – Orcas, humpbacks, sealions, and much more. We will be heading out in a comfortable, covered boat, with a certified marine naturalist on board. Cost of this wildlife experience is \$125.

Friday morning/ early afternoon (October 18): The world-famous Butchart Gardens. The Butchart Gardens are a must-see oasis, one hundred years in the making. Tour includes transportation to and from the Gardens and three hours on site to explore. Cost of this adventure is \$75.



Join us in

VICTORIA, BC
Oct. 15–20, 2019

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Is this your first National Conference? Yes ☐ No ☐

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Includes Friday Theme Dinner and Party, Saturday AGM Luncheon
and the Chief Commander's Gala Dinner and Dance _____ x \$240*/ \$270 = \$ _____

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

Individual Conference Meals

Thursday, Board of Directors Lunch	_____ x \$50	= \$ _____
Friday, Joint Officers' Lunch	_____ x \$50	= \$ _____
Friday Night Theme Dinner "Sunset Dinner Cruise"	_____ x \$100	= \$ _____
Saturday, AGM Luncheon	_____ x \$75	= \$ _____
Saturday, Chief Commander's Gala Dinner & Dance	_____ x \$125	= \$ _____

Tours

Tuesday Oct. 15 – Marine Communications & Traffic Services	_____ x \$25	= \$ _____
Wednesday Oct. 16 – Ghost Walk	_____ x \$20	= \$ _____
Thursday Oct. 17 – Whale Watching	_____ x \$125	= \$ _____
Friday Oct. 18 – Butchart Gardens	_____ x \$75	= \$ _____
TOTAL		= \$ _____

*Early registration rates apply if received on or before September 2, 2019

PAYMENT INFORMATION

☐ Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2019. 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 2, 2019 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 2, 2019 are accepted with
no penalty. From September 3, 2019, all cancellations are subject
to a \$35 administration fee per person. After September 27, 2019,
cancellations will be partly refunded only if other conference par-
ticipants register to take your place.