

THE PORTHOLE

April 2020

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The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance
Send your photos to: theporthole@cps-ecp.ca
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wind
Shifts



Paul M. Rellinger, Editor-in-chief, The Port Hole

In my world, there are two declarations that will bring an abrupt end to most of any conversation.

The first is "I kind of like what Trump is doing." The second is "I collect stamps." That's right. When I'm not putting words to paper or trying to make sense of what others have written, I'm a philatelist. For sure, on the excitement meter, collecting stamps doesn't rank close to deep sea diving or bungee jumping but in my world, it provides the much-needed calm I need between the storms.

While I lay claim to some 75,000-plus stamps from all corners of the globe, I'm particularly proud of my Canadian collection and its depiction of the personalities, landmarks and events central to our identity. Part and parcel of that has been a huge Canada Post focus on watercraft and waterways.

The first depiction of a watercraft on a Canadian stamp appeared in 1908 via a 20-cent stamp commemorating the arrival of Jacques Cartier in Quebec in 1535. Depicted are three vessels – Grand Hermine, Petit Hermine and the galley Emerillon. Over the years since, watercraft of all different sizes and purposes have been featured prominently, including a quite attractive 1989 series of stamps that paid homage to First Nations watercraft. And due homage was paid in 1998 to canals across Canada that boaters have relied on for decades for passage, including the historic Trent-Severn Waterway right here in my own neck of the woods.

My favourite boat-related Canadian stamp remains the 2012 rendering of The Titanic, issued on the 100th anniversary of the ill-fated liner's sinking. Many Canadians were aboard the ship when it struck an iceberg and sank in the frigid North Atlantic.

It's heartening to know that watercraft and water travel, be it historic or modern, be it commercial or recreational, hasn't been ignored by Canada Post. Far from it. Any decent collection of Canadian stamps clearly shows the importance of water systems and water travel in terms of where we've been and, yes, where we're going.

I do hope you enjoy this edition of The Port Hole, which includes tips to help your Photo Contest submissions shine as well as the continuing saga of Bert ter Hart's epic solo journey around the world aboard *Seaburban*. And, of course, I very much welcome your contributions to these pages. Email your articles and photos to theporthole@cps-ecp.ca ■



JOIN US THIS OCTOBER IN WINDSOR, ONTARIO



Vision 2020

*Vision without a task is only a dream.
A task without a vision is drudgery.
But vision with a task brings
a dream fulfilled.
What is your vision?*

The six squadrons of the Western Ontario District welcome you to participate in this year's national conference, Vision 2020, from October 21 to 25.

Volunteers and boaters from across North America will gather in Windsor, Ontario to exchange ideas, attend workshops, network with old friends and meet new ones, and attend to the business of CPS-ECP. It will be a working conference with time for fun and relaxation.

The City of Windsor offers fascinating historical and artistic landmarks, culturally diverse cuisine, and unparalleled waterfront parks and gardens. Excitement is always a sure bet at Caesars Windsor, one of the largest casinos of its kind in Canada. Windsor is the most southern city in Canada and known for many firsts – the first gas station in Canada, the first Burger King restaurant in Canada, the first Canadian-made Ford automobile, the first telephone exchange...the list goes on and on but Windsor is also the where the first CPS-ECP course was taught in Canada.

Your hotel, Caesars Windsor, is located on the Detroit River overlooking the Detroit skyline and five kilometres of uninterrupted waterfront for you to enjoy and explore. A fun fact – Windsor is the only Canadian city situated south of the United States, so you will be looking north to Detroit, Michigan.

Making Your Room Reservation:

Caesars Windsor
377 Riverside Drive East
Windsor, ON N9A 7H7

Phone 1-800-991-8888 for reservations

Discounted rate of \$165 (Sunday through Thursday) and \$185 (Friday and Saturday) + HST and local taxes per night if booked before September 19, 2020 (subject to availability – book early).

Our Tours (available anytime):

- Walk along the river right in front of the hotel and enjoy life-sized art, monuments, playgrounds... five kilometres of beautiful sights.
- The Maison François Baby House is an historic residence that was owned by the prominent local politician

Francois Baby. The house celebrates the fact that the Windsor area is the oldest continuously inhabited French colony west of Montreal and was the first permanent settlement in all of Ontario. 254 Pitt Street West.

- The Art Gallery of Windsor began in 1943 in Willistead Manor where exhibitions borrowed from other galleries and organizations could be displayed. Incorporated in 1944, the gallery soon began building its own collection, presenting exhibitions and education programs. 401 Riverside Drive West.

- On a hot or even a cool day you can have some fun splashing around the Adventure Bay Family Water Park. The 10,000-plus square metre water park is open year-round, although some parts of it only open in the summer months. 401 Pitt Street West.

Thursday, October 22 US Belle Isle/DYC Tour \$60

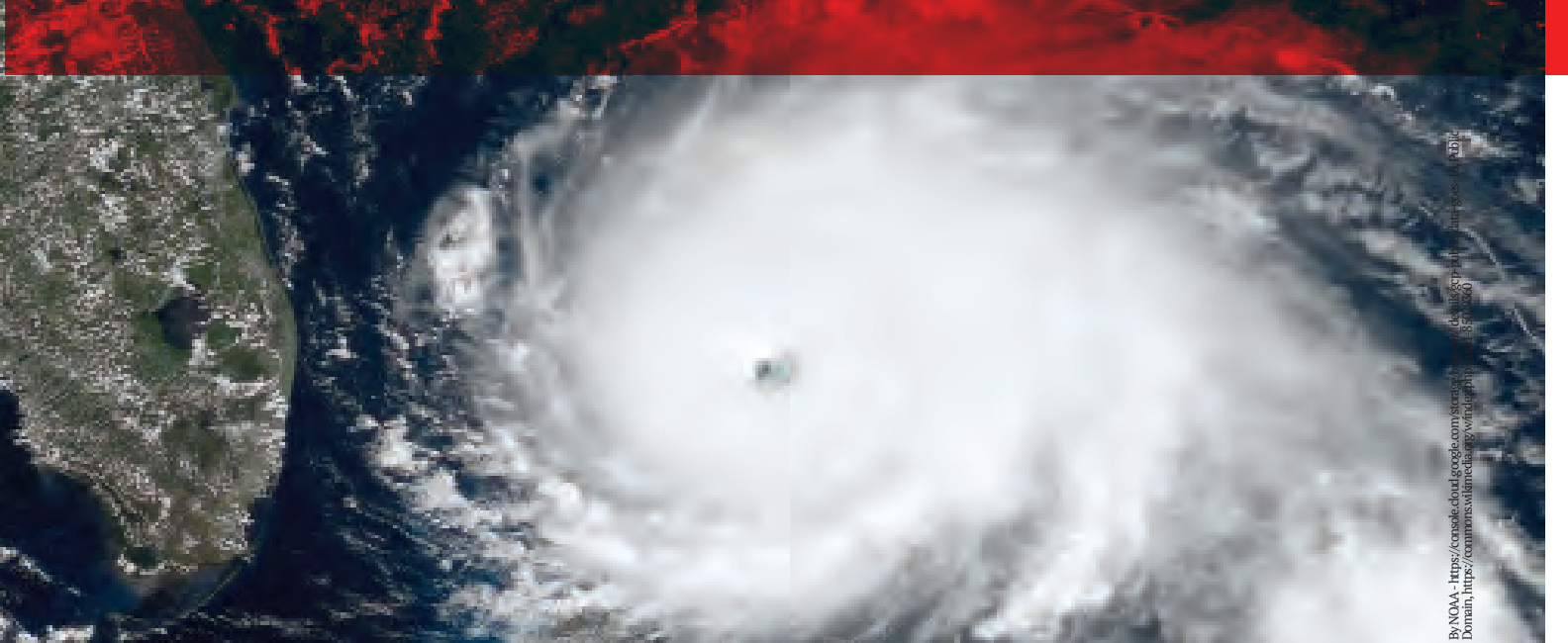
Leaving at 10:00, you'll take a trip to the Detroit Yacht Club for an enjoyable lunch and presentation on the more than 100-year-old establishment. Then it's onto the Dossin Great Lakes Marine Museum on the shores of historic Belle Isle, opening privately just for us. We will return home at 14:00. As you will be entering the United States, proper identification is required. Once registered, you will be contacted as to the requirements.

Friday, October 23 Amherstburg Walking Tour \$50

We will leave at 10:00 and arrive in Amherstburg by 11:00 where a historical guide will join us and guide a tour of all the historic sites of the area. You will have time for shopping and lunch before returning to Windsor at 16:30.

Saturday, October 24 WYC/Wiser's Tour \$40

At 13:15, your bus will leave Caesars Windsor and drop you off at the Windsor Yacht Club where the first CPS-ECP course was instructed. Here you'll learn of some of its history and enjoy a libation before heading off to the Wiser's Distillery at 15:00. Your Wiser's tour will provide you with a historic walk-through of Hiram Walker and several tastings of their famous golden liquids before returning at 17:00. Please wear closed-toe shoes. ■



By NOAA - <https://console.cloud.google.com/storage/browser/debris/spotify-images-2018-08-08-14-PDf1g>
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LARRY AND WANITA'S HURRICANE DORIAN EXPERIENCE, SEPTEMBER 2019

- by Larry and Wanita Meed

After enjoying the southwest coast of Newfoundland in August 2019, we motor-sailed across the Cabot Strait to Bras d'Or Lake on Nova Scotia's Cape Breton Island.

Our stop in Big Harbour was to be a peaceful two-day anchorage but plans change. According to the weather forecast, Hurricane Dorian wasn't heading out into the ocean after devastating the Bahamas's Abacos region. It was heading for Canada's East Coast. We weighed anchor and headed through the Barra Strait Bridge and across the main lake. Our destination was Morrison Cove.



We chose Morrison Cove over Baddeck and St. Peter's Marina for several reasons. Both covelets there have trees mostly surrounding them that afford good coverage in most wind directions. A grassy sand bar about 100 yards away covered our exposed section, preventing waves from building to damaging heights. And it was just deep enough to float the boat and small enough to be able to tie lines from our stern and amidships to the base of trees ashore from both sides.

From our observation over the years, marinas are not safe in a hurricane. St. Peter's Marina instructed boats to evacuate a couple of days before the hurricane, which likely saved the docks, and I'm sure, a few boats. Most of the boats fled to the

canal entrance where a few of them, still exposed to the east winds and the resulting waves, were damaged against the sea wall. Baddeck, meanwhile, had several boats break from their moorings. And the Shediac Yacht Club, in New Brunswick on the other side of the hurricane, was devastated.

Monitoring the apps Windy and Sailflow, we thought Dorian would head south of us, which would bring more north winds, perfect for our covelet where we took our spare strand nylon rope and tied one end to a tree and then back to the port stern cleat before tying the other end to a tree on the starboard side and back to the stern cleat. We had a couple of beautiful warm sunny days before Dorian.

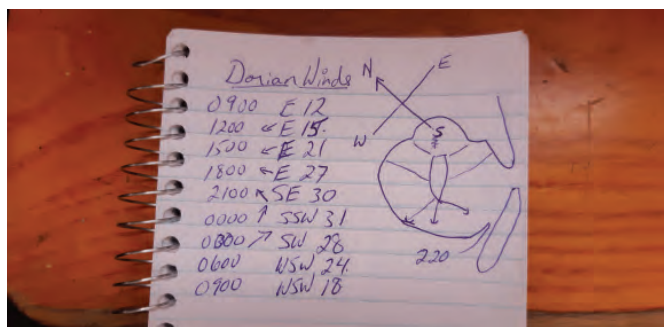


Next was to strip the deck. The decision to remove the sails was made easy as we had planned to haul the boat out in just over a week anyway. Sails were stored in the cabin; fenders and spare diesel cans went into the stern locker; the life ring went into the cockpit; the fender boards were laid flat on the forward deck; the dinghy with its engine was tied snugly to the lee stern; stiff windows were stored under the aft cabin mattress.

Our friend David, meanwhile, had brought his Mirage 35 into the cove and decided to use the first covelet. Facing

east, he had 4-foot waves coming down the main cove during the first six hours and was pitching heavily but held.

The updated forecast had Dorian heading north of us, which would give us southerly winds, exposing us more on our port side. We took a Fortress 37 anchor on 20 feet of chain and line in the dinghy to the sand bar and dropped it. A trip line with a float would mark its location. Back on the boat, using the windlass, we set it with about 80 feet of line. A heavy kelleet was added to the chain to give us a better angle on the anchor pull.



Next were the midship lines. Luckily, we had 98 feet of 1-inch braided line that we took ashore on our port side. The other side was secured by our two jib sheets, tied together with a double sheet bend with the ends cable tied to the line. Cable ties were also used on the hitches tied to the trees. Our third anchor, a 45-pound CQR, went out westward off the bow.

We were ready, or so we thought. We received a lot of well wishes via social media and a few phone calls. We weren't scared but apprehensive about if or when a line should break and we would have to spring into action. We had a shore ditch bag ready to go – flashlight, headlights, granola bars, first-aid kit, water, etc. As we were not in deep water, the winds would push into mud and we'd be able to step ashore if need be. If not, we would hang tight until



Dorian blew past and we could get towed out of the mud.

Saturday dawned with overcast skies and no wind. David brought us fresh muffins. By 11 a.m. light rain and east winds increased to 15 knots plus. As we didn't have a wind indicator, we used our experience and the app Windy to judge the sustained wind speed and logged our observations hourly. By 1 p.m., the wind was 20 knots and we started to rock. Coffee time! Come 4 p.m., it was raining hard. Radio reported that Dorian was upgraded to Category 2. Great... our blood pressure was also up. After a pasta dinner and before dark, we went on deck to check the lines for chafe. The bay outside the cove was really kicking up. By 6:30 p.m. the winds were trending south at more than 25 knots and the surge of water into the covelet raised the water level two feet. In the main cove, the tops of the waves were being blown off as spray. We hunkered down below for the night.

As 45- to 55-knot gusts grabbed the port side, heeling us over, we heard the lines creaking. We held our breath. To ease our tension, we watched a couple of movies, volume up. By 10 p.m., we had moved into the back cabin, where we found the noise and motion not as severe. The winds were switching to the south, coming in from our exposed side. At midnight, things went quiet for a while before the winds went to the west, coming over our bow.



Our anchors holding, we were able to catnap till 7:30 a.m., wakening to a cold, wet and windy day. The water looked like coffee and milk. The deck was littered with tree debris, and the lines were stretched and loose. After enjoying a great tasting morning coffee, we dinghied over to visit with David and swap stories.

Monday was a breakout day. What a muddy mess! Coming out into the main cove, trees were uprooted and the tops of many other trees were blown off. With that, we set our spinaker for a lovely downwind sail across Bras d'Or Lake. ■



SAFETY EQUIPMENT EDUCATION AND FLARE DISPOSAL DAYS RETURNING

– by John Gullick, AP, Manager of Government and Special Programs

I have been asked if CPS-ECP will again be hosting local events across the country to talk to boaters about their safety equipment and provide them with the opportunity to legally dispose of outdated marine flares.

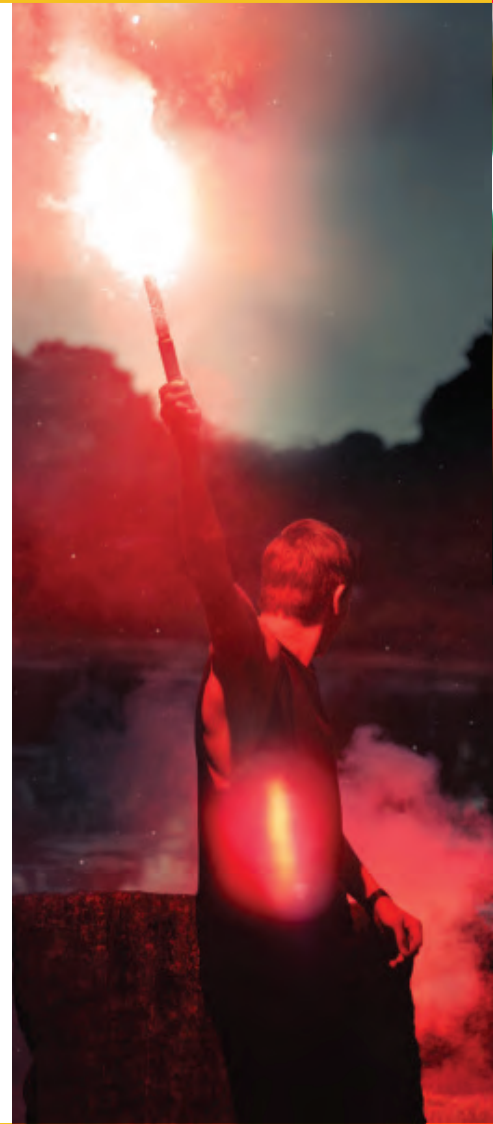
Well, CPS-ECP is excited to announce its partnership with Transport Canada and CIL dealers will continue this year and in 2021, the result being education and heightened awareness of safety equipment, the care and maintenance of that equipment, and how to safely and effectively use and dispose of flares.

If your flares have a manufacture date of 2016 or earlier, they have, or will, expire this year. You can't light them, or throw them in the water or your household garbage to dispose of them. Disposing of expired

flares has been an ongoing dilemma for boaters across the country.

To help boaters dispose of expired flares in a safe and environmentally responsible manner, CPS-ECP and selected CIL Dealers are hosting Safety Equipment Education and Flare Disposal Days. On these days, you will be offered the opportunity to learn about required safety equipment and you can bring your outdated flares to be properly disposed of free of charge.

Contact your local squadron to see if it is planning an event with one of your local marine retailers this season. If one is not yet planned, squadrons can get an Event Information and Request form from John Gullick, Manager of Government and Special Programs by emailing jgullick@cps-ecp.ca ■



MOVING FORWARD WITH WEB-BASED LEARNING

– by Doreen Hinksman, AP, Past Chief Commander

Since CPS-ECP started its journey towards offering Distance Education almost 20 years ago, its proponents would today be delighted to see our steady progress.

Although classroom course presentation maintains a very special place in our organization, we have not ignored the needs of a considerable number of prospective students.

The flexibility of web-based learning allows students the freedom to study in ways that suit their particular circumstances. Models including self-paced learning (asynchronous) undertaken at any time anywhere, and blended learning, an instructional approach involving both online and in-person instruction.

Both models have been embraced by several squadrons across the country. We remain fortunate to have talented volunteers who enable us, via their innovation and dedication, to bring these various models to our students. Studying alone can have its drawbacks, such as a feeling of isolation and a lack of emotional

support. Many educational institutions are promoting mentorship programs, chat sessions, discussion boards and other supports that help combat these feelings.

It was assumed that by offering online and blended learning courses, CPS-ECP would engage a younger group of students than we normally attract for classroom courses. Surprisingly, statistics have shown that most online learners are, on average, older than face-to-face learners.

When you analyze the reasons given by students who decide to take courses online, you can understand this demographic. Work commitments, family engagements and the driving distance to class are just some of the reasons given.

We have much work to do encouraging our seasoned instructors to embrace new instruction methods as well as find ways to bring online students into our CPS-ECP family of members and volunteers. That is one of our great challenges as we move our organization forward. ■



THE PORT HOLE PHOTO CONTEST

– by CPS-ECP Marketing Team

How to give yourself your best shot at winning?

Do you want to see your work featured on The Port Hole's cover? Do you want your images to become part of the CPS-ECP image bank for future covers and social media posts while having the chance to win some valuable prizes?

If you answered yes, terrific, but your submissions must be of high quality. An image of less than 300 dpi will not be conducive to good printing quality. What also makes for a great image is a stable, straight frame that is achievable by turning on the grid in either your mobile device or camera. To achieve that, you have a few options:

Mobile

- Set your camera settings to the highest resolution possible.
- Set up a guiding grid to help centre your composition.
- Do not use flash in daylight.
- Test the camera to understand what you need to add or eliminate from the settings.
- Take several shots until you're happy with the result.

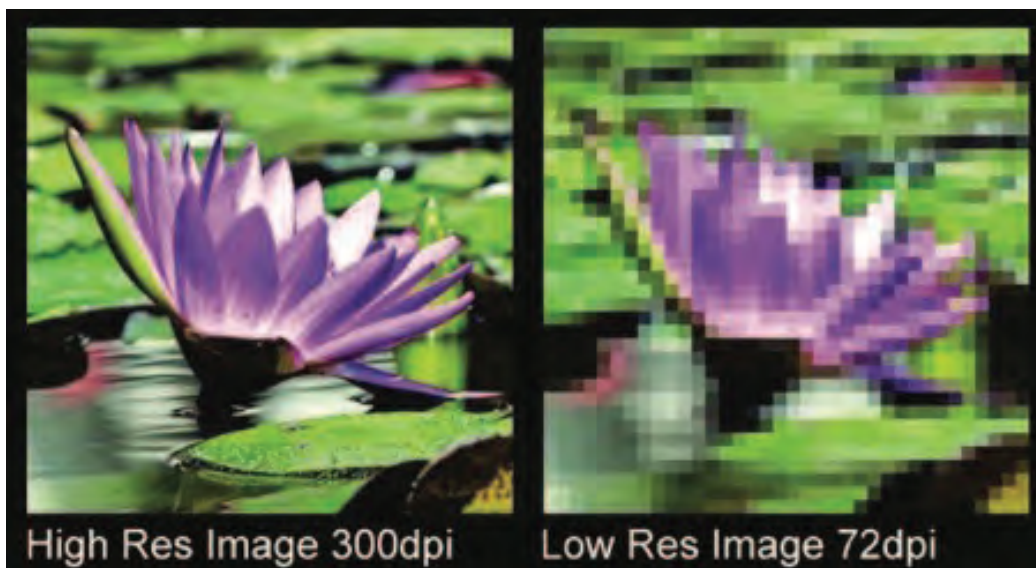
Camera

- Turn on grid view.
- Use the rule of thirds (framing your image on the grid).
- Use your camera strap or tripod to reduce motion blur.
- If you're shooting in the dark, consider using longer exposures or increase your ISO. Beware of noise in the image if you raise your ISO too high.
- If you're shooting in bright daylight or under cloudy skies, beware of clipping your highlights or over-exposing the bright points in your image.

Submission Criteria

- Photos must be 300 dpi or 3968 x 2976 pixels.
- Like and tag @CPSboat on Facebook; follow and tag @CPSboat on Twitter; follow and tag @cps.ecp on Instagram.
- Use hashtag #BoatingAdventures #PhotoContest #AventuresNautique #ConcoursPhotos when you are uploading your submission(s) to social media.

If you do not use social media, send your submissions to publication-graphics@cps-ecp.ca ■





BERT terHART'S EPIC JOURNEY AROUND THE WORLD: OLD SCHOOL SAILING THROUGH THE FIVE CAPEs



An active member of the Gabriola Island Power and Sail Squadron, Bert terHart is also a member of the Silva Bay Yacht Club on Gabriola Island and the Ocean Cruising Club (OCC).

On October 27, 2019, Bert set sail from Gabriola Island on Seaburban to fulfill a lifelong

dream of circumnavigating the globe single-handedly, west to east via the five capes, using celestial navigation only while performing several scientific environmental research projects during his planned seven-month voyage.

A co-recipient of an OCC Challenge Grant that helps facilitate meritorious voyages of adventure of environmental concern, Bert's voyage marks the first time a person from North America has attempted such a challenge.

Don Butt, AP has dedicated a blog updating his good friend's voyage, a diary made possible via emails from Bert's wife Nani who is in communication with her husband. Bert terHart's Epic Journey is posted at <https://www.sailblogs.com/member/seaburban/> but The Porthole is publishing selected entries over the course of Bert's epic voyage.

Storm Clouds

Christmas Eve and Christmas Day will bring the first official gale of the voyage. Clouds to the northwest are giving me fair warning of what is coming. Although puny by storm standards down here, any gale at sea should not be taken lightly.



I doubt Santa will be sliding down the exhaust hose for the heater but squirrelled away in a secret place known only to me are the presents my wife Nani and sister Leah made up for me before I left Victoria. I had hoped to stop the boat for a few hours to celebrate but the weather gods have laid to rest any such plans. What they have planned instead I can only guess. I am, however, fairly certain that they won't object to my singing a few carols.

Christmas Morning

At 40 10S 106 35W, my introduction to the Roaring Forties was none too kind.

With winds gusting to 36 knots and the Solent rolled up to a scrap, we could no longer make any progress on our course against wind and wave. With the pressure still dropping and the front not yet passed, I opted to heave to under the triple reefed main at 0230. We slowly forereached southwest waiting for the change in wind.

At 0515 we could make an easterly course, so off we went. With Seaburban settled on her new course and I satisfied, I thought it safe to get a picture of the morning sky. Now the rule aboard is that anything that goes outside can go over the side. This pertains particularly to me. I was loathe to take the iPad outside but Christmas morning at 40S? I couldn't resist. I grabbed a picture and then thought how about a selfie of me in my badass foul-weather gear? A sailor's sailor by gar! My vanity was instantly rewarded by a breaking crest that slammed Seaburban's starboard quarter and washed over me and the iPad and down the open companionway hatch. Which, by the way, is the second most important rule: What's outside stays outside, especially seawater. The observance of Rule 2 precludes leaving the largest hole in the boat wide open when it is blowing 30+ knots.

Crew

Two new crew members signed on as of yesterday.

Gifts from my wife, they are here to keep me safe and out of harm's way. They also know karate in case I am boarded by pirates. Meet Port and Starboard. Sir Salty None-for-Them didn't seem too concerned about any reduction in either ration or grog as Port and Starboard don't look like they eat much.

The Doors

The wind had been veering for the last hour so something was in the works.



It's a little bit unpredictable down here so I wasn't sure what to expect. One last squall with gusts to 44 knots and that was it: done. Break on through to the other side.

Looking over my shoulder there was clear blue sky. The frontal boundary had just passed over us and with it, a shift to the west. Back in business. Now we are downwind, riding on the backs of



some truly impressive swell. Thank God the cold hard driving rain of last night has been usurped by sunshine. Welcome to 50 South.

Twins

2020 greets me with sunshine and fair but a light breeze. It is a spectacular day and hard to imagine I'm at 51S and 720-odd miles from Cape Horn.

I've set the twins to work. The forecast looks to have these sails set for the next while and Seaburban makes easy miles with them. Good thing too as she is going to see a lot of them over the next weeks and months.

Constant Companions

There are birds everywhere, ranging in size from wee things hardly bigger than a sparrow to albatrosses. All are engaged in the same pursuit. The albatrosses, however, never seem to be in some sort of hunger-fuelled frenzy. They laze about the sky, flicking their wing tips now and then for flight control. They also like the boat.

It is easy now to understand how sailors came to think of an albatross as the reincarnation of a mate gone overboard. They



hang about, plunking down alongside or scrutinizing the wake from above and behind. When I say plunk, I mean it. Their elegant flying has been balanced by their ungainly landings. It's a cross between a crash and a toboggan ride gone wrong. Although I have looked, I've yet to see anybody catch anything. It's certainly not for lack of trying and, surprisingly, there doesn't seem to be the fierce competition amongst these fellows that there might be amongst a flock of seagulls seeking the same morsel. How in the world they get a moment's rest parked on the sea surface is beyond me. Imagine yourself trying to sleep while going down a water slide on an inner tube.



The weather in the photo is similarly going to be a constant companion for the next while. Standard BC winter fare: Cold, wet and windy save that it's summer here now. It's cold enough in the cabin to see your breath and any bare skin outside begins to hurt as if I was back in Saskatchewan caught without gloves or mitts in the crossfire of an impromptu snowball fight. ■

GET CPS-ECP SWAG from our online store!



Polo shirts in various sizes, available in white, red and blue.

Dress shirts in various sizes, available in blue plaid, dark blue, beige, red, black and green.



Blazer Crest.

Member flag (8 x 13 in).





SAFE BOATING AWARENESS WEEK – MAY 16 TO 22, 2020

Since 1995, the Safe Boating Awareness Week campaign has been the anchor of boating safety outreach for the more than 16 million people who recreate on Canadian waters each season.

The 2020 campaign will be no exception as the Canadian Safe Boating Council continues its efforts to engrain safe and responsible boating practices as second nature on the water.

The purpose of Safe Boating Awareness Week is to provide boaters, as they prepare to embark on another boating season, with some key reminders that will help to keep them safe on the water throughout the season.

At the centre of the 2020 campaign are the following five key messages that have been consistently delivered to the boating community:

- **Wear a PFD or Lifejacket**
- **Boat Sober**
- **Take a Boating Course**
- **Be Prepared, Both You and Your Vessel**
- **Be Wary of the Dangers of Cold Water Immersion**

A major focus of this year's Safe Boating Awareness Week stemmed from the recent legalization of cannabis in Canada.

Statistics demonstrate that alcohol is a contributing factor in 40 percent of boating fatalities. It is uncertain at this point how the legalization of recreational cannabis may affect this statistic.

As part of its Boat Sober message, the Canadian Safe Boating Council has joined forces with Muskoka Grown, an Ontario licensed cannabis producer, to make boaters aware of the risks of cannabis consumption and boating.

Together, the council and Muskoka Grown will mount a summer-long campaign to remind boaters not to boat high. To be launched during Safe Boating Awareness Week, the initiative will ask consumers to join them in cultivating a safe summer for everyone by visiting www.dontboathigh.com and taking the pledge to not to boat high during Canada's first cannabis-legal boating season.

For more information on Safe Boating Awareness Week, e-mail sbaw@csbc.ca ■

DON'T BOAT HIGH



*Vision
2020*

**JOIN US
THIS OCTOBER
IN WINDSOR,
ONTARIO**

register today at www.cps-ecp.ca

