

# THE PORTHOLE

February 2019

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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)  
Cover photo by David Candreanu





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

Winter is most definitely here and the water in my local lake is rather hard and out in the bay there are several ice huts to be seen. The owners' boats may be high and dry but the fishermen are determined to get out on the water one way or another. Now I am not a fisherman but a good course of action in the winter months I find is to attend one of your local boat shows. Here there are all manner of items to look over and even a boat or two if you are in the market for one. Each year I am surprised at the number of people attending some of the larger shows and eagerly climb aboard the latest offerings and stand there imagining the wind blowing through the rigging and trimming the sails for the next part of the voyage. So I would encourage each of you to take a day off this winter and visit one of your local boat shows as you never know who or what you may come across. You might even find a new crew member! A schedule of the 2019 boat shows can be found at the bottom of this page.

This issue is quite a first for me as this issue has our very first Squadron Commander interview with a French Squadron! This was made possible by P/C/C Robert Pepin who in his wisdom knew my command of the French language was basically zero and suggested a few very tolerant and bilingual Commanders that I might contact. So I did, and was rewarded with a very interesting insight

into the Trois-Rivières Squadron which is nestled on the north shore of the mighty St. Lawrence River.

My continuing adventure in boats is also in this issue as Chapter 11 describes a most interesting boat ride where I learn about the finer points of displacement hulls and the behavior of a very loaded boat.

Now I have a request for all of you who own a Canadian built boat. This year I am running a series of articles on Canadian boat builders, both past and present. To illustrate these articles I would ask that you send me your Canadian built boat's picture along with a few comments concerning her age, the builder and of course her 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 nicer. 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, send me your stories and information and look for them in a future edition of The Port Hole. The next deadline for submissions is **March 20, 2019**. ■



### Boat Show Dates for 2019

City	Date	Location
Toronto	January 18 - 27	Energare Centre, Exhibition Place
Vancouver	January 16 - 20	BC Place & Granville Island
Montréal	January 31 - February 3	Place Bonaventure
Halifax	February 7 - 10	Halifax Exhibition Centre
Victoria	February 22 - 24	Eagle Ridge Arena, City Centre Park
Edmonton	March 15 - 17	Edmonton Expo Centre



## Help determine the direction of CPS-ECP: Join the CPS-ECP Board of Directors



**APPLY TODAY**

Canadian Power and Sail Squadrons (CPS-ECP) is accepting applications for Director positions from you the members of CPS-ECP, both men and women.

Successful candidates will be nominated to the Board of Directors at the 2019 Annual General Meeting.

The role of a Director is to help manage or supervise the management of the activities and affairs of the Corporation (CPS-ECP), while assisting and determining the direction and operation of CPS-ECP. While many items must remain confidential, the Directors are expected to act in the 'best interests' of CPS-ECP and may find conflicts between these 'best interests', and the interests of their own Squadron or District.

The following is a list of experiences, skills and attributes, which contribute to being a successful CPS-ECP Director candidate. This is not an all-inclusive list and you should consider these before submitting an application for a Director's position.

- Ability to get along and collaborate with others
- Ability to think independently, and not "follow the crowd",
- Evidence of administrative ability (within CPS-ECP or outside),
- Commitment to CPS-ECP, and passion for the CPS-ECP Vision, Mission and Values,
- Interest in avenues of Education, Membership, Marketing and Communication,

- Enthusiasm, time available,
- Leadership and participation at Squadron and District levels,
- A thorough understanding of Squadron and District operations.

Candidates applying for nomination as a Director of CPS-ECP are requested to carefully read, complete and submit the following documentation:

- Director's Application Form,
- A current resumé or curriculum vitae (C.V),
- Skills Self-Assessment questionnaire,
- A 'Statement of Vision' of your personal short and long-term future of CPS-ECP.

The above documents can be found on the CPS-ECP website and are available in hardcopy from our National Office.

Applications must be submitted to the Chair of the Nominating Committee by:

**March 1st, 2019 at 1700 EST**

electronically to:

**[nomcom@cps-ecp.org](mailto:nomcom@cps-ecp.org)**

or in hardcopy marked 'Confidential' to:

**Chair of the Nominating Committee,  
Canadian Power and Sail Squadrons,  
26 Golden Gate Court,  
Toronto ON, M1P 3A5**





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Published by Authority  
of the Board of Directors

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Published 6 times per year: February,  
April, May, June, October, December. Copy  
deadline is ten weeks prior to publication.  
Editorial copy and correspondence should  
be sent to [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

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# CPS-ECP OTTAWA AGM & CONFERENCE OCT. 16 -21, 2018

Photo: Don Butt

## *Thank you from the Local Conference Committee*

*This Fall many CPS-ECP Members from across Canada, friends from United States Power Squadrons, America's Boating Club and our Safe Boating partners, reunited as CPS-ECP celebrated its 80th Anniversary. The conference was held at the Marriott Hotel in downtown Ottawa.*

*Preparation for the Ottawa Conference began in 2016 when Ottawa was chosen as the site for the 2018 Conference. A cry for volunteers went out Rideau District wide and surprisingly enough we received requests to help from several members of Amiral, our neighbouring District in the Province of Quebec. The Ottawa Committee was very fortunate to have National Conference Chair Tracie Berekoff and soon realized that things had changed in 11 years and that the National Conference Chair is now responsible for far more planning than in 2007.*

*The first meeting of the Committee was called in early 2017 and responsibilities (registration, regalia, entertainment, tours, etc.) were either chosen or assigned. The logo and theme for the conference were chosen and sent for approval. The Committee began working and many members attended the 2017 Charlottetown Conference. We were very well received and learned a lot. We were pleasantly surprised with the sale of our regalia and the early Ottawa Conference registration numbers.*

*Countless hours were spent by the committee in the following 12 months: booking bands, finalizing tours, designing and constructing table decorations, two hotel site visits and 14 committee meetings later, there we were. It was October 16, 2018 and registration was officially to open in less than 24 hours. 34 local volunteers, 1 National Conference Chair and two Chief Commander's Aides Nancee and Jim Adams had been part of the planning during that time. It was now time for the festivities to begin!*

*For the next few days, CPS-ECP, USPS and our Safe Boating Partners networked and discussed common issues. Education, Marketing and Membership held many well attended seminars and meetings.*

*An 80th CPS-ECP Anniversary Celebration was held in the revolving 29th floor Summit Room. The sun shone and the views of the city and Gatineau Hills were breathtaking.*

*After four days, it was easy to see that many people were reconnecting with old friends, making new friends and adding faces to names of people that they had spoken to many times on Webinars, Go-To-Meeting or simply by emails. It became apparent that everyone across Canada has many of the same issues. The conference fostered beneficial networking and many issues were resolved.*

*From our Conference Committee to everyone who attended, thank you for making the 2018 CPS-ECP Conference a success.*

*See you all in Victoria, B.C.*

*Guy A. Ladouceur, Rideau P/D/C  
2018 CPS-ECP Ottawa Conference Local Committee Chair*



justask  
John



# BOATING & CANNABIS: WHAT YOU NEED TO KNOW

- By John Gullick, AP

*How will the new regulations regarding the possession and use of cannabis affect the operation of vessels?  
I have taken the liberty to quote the following information received from Transport Canada:*

Since October 17, 2018, the Cannabis Act (Bill C-45) has legalized, regulated and restricted access to cannabis. This Act is a strict legal framework for controlling the production, distribution, sale, possession and use of cannabis in Canada. The new legislation will allow adults to possess and use small amounts of cannabis. This will no longer be a criminal offence in Canada.

In addition, An Act to amend the Criminal Code (Bill C-46) will set out 3 new drug-impaired driving offences. The 3 offences are for having specified levels of a drug within 2 hours of driving.

Under Bill C-46, it will be illegal to drive and operate a vessel while having:

- a THC level between 2 and 5 nanograms (ng)
- a level above 5 ng
- a blood alcohol concentration of 50 mg per 100 mL of blood, in addition to a THC level of more than 2.5 ng

Please note: current impaired-based drug driving offences will continue to apply.

## What you need to know

Being impaired by any drug or alcohol while carrying out your work duties can affect your ability to perform.

Impairment could negatively impact your watch-keeping duties and other duties related to safety. This, in turn, could have a negative impact on the overall safety of navigation and in marine transportation, including the safety of the public and marine personnel.

Cannabis impairs your ability to:

- focus
- make decisions
- follow instructions
- handle equipment and tools
- safely operate a vehicle

Operating a vehicle, which includes a vessel, while impaired by cannabis risks property and people's lives. It could come with severe consequences for you, your colleagues and your job status.

## Criminal Code: vessel operation

Under subsection 253(1) of the Criminal Code, you may not operate, assist in the operation of, or have the care or control of a vessel while impaired. This applies whether or not the vessel is moving. It also applies whether you are using alcohol or drugs, or both.

For more information please visit: <https://www.tc.gc.ca/eng/marinesafety/bulletins-2018-12-eng.htm>

Do you have any questions? Send them to [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca) ■

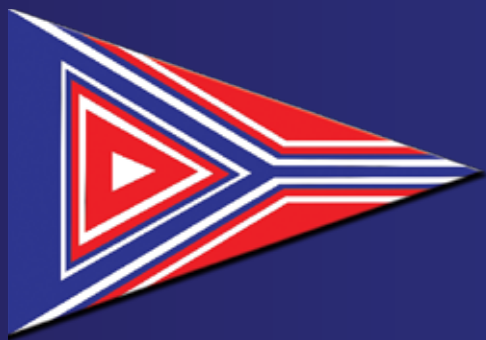


# INTERVIEW FROM THE RANKS

- P/C YVES LAVALLIÈRE - by R. John Garside, AP



Back row, left to right: Yvan Gaudet, Line Blais, Robert Comeau, Henri Chamberland, Yves Lavallière *Immediate Past Commander*. Front row, left to right: Francine Lagueux, Josée Montembeault, Suzanne Ratelle, Thierry Dhuyser *Commander*, René Champagne, Eileen Germain, Gaëtan Thériault.



## Trois-Rivières Squadron

Location: Trois-Rivières, Québec

Squadron Commander:

Yves Lavallière (2013 – 2018)

Squadron Commander:

Thierry Dhuyser (Present day)

Warrant Issued: May 2nd, 1964.

Membership: 177

Life Members: 12

Newsletter: Le Delta



Yves Lavallière, P/C

For many of us we take to boating on a local lake or river and become comfortable with not only the boat we are using, but also the waters we are boating in. Then a change happens, we move to a new part of the country or suddenly have an opportunity to boat in a new body of water. This is exactly what happened to Yves, some twenty years ago.

“I always loved boating and had a boat myself on a lake for a long time, then when I moved to Trois-Rivières, I wished to navigate on the St. Lawrence River and thought I must have some knowledge about the rules for that magnificent river”. So looking out over the river Yves decided that CPS-ECP would be his teacher and he gladly

signed up for the Boating Course with Trois-Rivières Squadron and became a member. Like many of us, Yves found that working full time is quite demanding but he took time to get involved with his squadron and began to help out in the education part of the Squadron. It was fun and he liked “to help and be part of the team”. Then retirement came.

Being retired for some means doing very little, which was not the case for Yves. He decided that now he was retired “I had more time to give to my Squadron”. One of the things he had been doing for the past ten years was being part of the Squadron’s Audit Committee. Then he joined the Bridge and soon found himself the Commander.

Trois-Rivières was the very first French speaking Squadron in CPS-ECP and in 1964 that would have been very big news. And of course the Squadron has a very interesting burgee as well. The burgee was designed in 1975 and as Yves pointed out, “there is a meaning going along with the burgee. It reflects the dynamism, fluidity and the movement of the river. And we have used the meaningful colours of CPS-ECP. The red part represents the land in the shape of a delta at the entrance of the river, and this is why we got the name “three rivers”. The blue part is for the water running down the St. Maurice River to the larger part that represents the St. Lawrence. The white bands represent the buoys and the alignments on the seaway

and the roads on the land and the triangle part reminds us of the Olympic Sailing race.”

The Trois-Rivières Bridge meetings take place six times a year and are usually held at a member’s home and last from two to three hours. But all is not dry talk, as after the meeting there is usually the opportunity to have a coffee and some delicate pastries or even a brunch if the meeting is held on the weekend. When Yves became the Commander in 2014 there were six Bridge members and now there are 12, so things are certainly looking up! In that vein the Squadron has made good contacts with five of the local marinas and each one has a dedicated Port Captain.

In trying to keep in touch with local Members the Squadron also has a regular Wednesday night rendez-vous at one of the local restaurants where lots of good food and boating stories can be exchanged amongst Members.

To keep in touch with their Members the Squadron has an eight-page newsletter called “Le Delta” which is sent out six times a year. I was curious about the readership and asked if it was well read and Yves replied, “We hope so”. However, the Squadron must be doing things right as at their AGM, which is held in a private room in a local restaurant, they often get 50 members attending. This represents a turnout of almost 30%, which is quite remarkable, as many Squadrons have just the current Bridge members in attendance.

Yves pointed out that the focus of the squadron is education, and to deliver the various courses offered the Squadron has 18 qualified instructors to draw on and makes very good use of them. The Fall and Winter sessions cover every single course CPS-ECP has to offer except Extended Cruising and Celestial Navigation, and each course is not only well attended but can be

offered several times a year. In fact Maritime Radio was presented a total of 14 times between 2013 to 2018 and 239 students attended. In the teaching year 2016 to 2017, fifteen courses were taught and involved 174 students! So you can see that the Squadron is very active in the education side of things. And Yves also points out that “we also get awards too”, as in 2017 at the Charlottetown Conference the Squadron won the Beldon W. Fox Award for the most improved results in CPS-ECP Elective Courses.

To keep in the public’s eye Yves’ Squadron runs a few print ads each year in the local newspapers and is very active in the social media scene. One very interesting effort involved two TV programs that were done with TVA Cogeco/Videotron which were seen throughout the region.

Yves now has stepped down from the Commander’s position in May of 2018 but still is very involved with the Squadron. However, he said, “I hope our new Commander and Executive Committee will keep going with a well-organized and healthy organism; we are dynamic and we wish our Squadron a long a happy life with our very active Members”.

In his address to the Members at their last AGM Yves commented, “As my mandate is ending in our Squadron, I wish to emphasize the great engagement of our volunteers who offer time, passion, skills and knowledge to keep our Squadron alive. The occasions to demonstrate and use your skills are numerous, and I am greatly impressed by the size and the quality of your work.” Then looking back four years ago when he became Commander and had invited everyone to “engage and share your skills as well as your time to participate, promote and instruct to maintain and keep our Squadron alive, your response was beyond my expectations. You have participated in many activities, courses and meetings. And your enthusiasm has motivated me and pushed me to my limits”. So you can see Yves has been a most resourceful Commander and Trois-Rivières has benefited from his time at the helm and will look to him in the future as well. ■

*«I must have some knowledge about the rules for that magnificent river»*  
– Yves Lavallière, P/C





# MEET THE NEW CPS-ECP BOARD OF DIRECTORS

– By Marilyn McBeath, National Secretary

At the recent Ottawa Annual General Meeting six new Directors were acclaimed to the CPS-ECP Board, together with Bob Parke and Nancy Richards returning to the Board for a new term. They join the other Directors of the Board completing their term of Office.

And so let me introduce you to the new Directors:

## John (Jack) Adams



John (Jack) Adams is Commander of the Sunshine Coast Squadron on the West Coast of Canada. He was born in Halifax Nova Scotia. Jack first learned to sail before he reached High School, and later raced as a crewmember on a larger vessel.

He hadn't known of CPS-ECP then, but did eventually take his first course in 2006. Jack has been a member of

CPS ever since, serving in his local Squadron as Administration Officer, Education officer and Commander. Prior to retiring to the Coast, he served for more than thirty years, first as a consultant, later as a Diplomat, with the Canadian International Development Agency (CIDA).

He and his wife, Marilyn were posted to various Latin American and African countries, owning two cruising sloops, the first in Dar Al-Salam, where they lived for three years; the second on the Sunshine Coast, on the doorstep of some of the most scenic cruising grounds in the world.

Jack describes himself as an enthusiastic supporter of CPS-ECP and as a new Director looks forward to the challenge of finding new ways to continue improving the added value of membership in this organization.

## C. Guy Cooper



Guy has been involved with Canadian Power and Sail Squadrons for 17 years. Guy and his wife took the Boating Course after realizing their sailing skills were missing key information about aids to navigation and basic boating skills. They enjoyed the course and subsequently took Piloting and Advanced Piloting.

Guy was invited to join the Norvan Power and Sail Squadron Executive Committee and later became Squadron Commander. He has served on the Pacific Mainland District Bridge for nine years as

Membership Officer and Public Relations Officer.

He has worked on numerous national committees and is currently Past Commander of one the newest and largest squadrons in CPS-ECP, the North Shore Power and Sail Squadron – an amalgamated Squadron formed from three adjacent squadrons on the North Shore of Vancouver.

Guy enjoys boating in the tranquil waters of the Pacific Northwest.

## Jean-Robert Lavergne



Jean-Robert had the opportunity to sail as a kid. His father bought a little cedar dinghy, equipped with a removable mast, one sail, and a dagger board. The stronger the wind the better it was as far as Jean-Robert was concerned. Later on, sailing with others, he discovered that people needed to be taught how to handle a sailboat. That was the beginning for him in recognizing the importance of teaching.

He returned to his hometown in 1994 and with a friend decided to learn more about navigation. His CPS-ECP life began with the local squadron and he took courses up to Advanced Piloting. Later, he became more involved and volunteered with Escadrille Saguenay, and eventually became Training Officer. His roles at the District Level have included Financial Officer and District Commander, actively supporting the Squadrons within the District.

At the end of his term he then returned to the Financial Officer role and subsequently back again as District Commander and Chair of the 2014 Conference local committee.

Jean-Robert (known to many as J.R.) joined the National Educational Department as Course Director for all Electronic Courses. For the last two years, he has been active as an Assistant National Educational Officer in the Department for Course Delivery. As a new Director, he brings his commitment to training and his insight regarding the major changes that the Educational Department has to face to stay the best among the players in the boating training organizations.





## Jim E. Lee



Despite knowing a little about “The Power Squadron” Jim had absolutely no idea what this organization really did. Being an avid fisherman when the Pleasure Craft operator’s card came into play he immediately sat down at the Sportsman’s show and took the test - no studying and passing easily.

That summer after a couple of adventures on the water he realized that he wasn’t part of the boating safety solution, but an addition to the problem. The idea of increasing safety on the water by better educating boaters really appealed to Jim and so he became a member of CPS-ECP in 2008 after having taken the old Boating course. He was quickly recruited as the Squadron Membership Officer, followed in quick succession as Executive Officer, and then Squadron Commander.

Jim then made the leap to the District Level as Educational Officer and then leapfrogged into the District Commanders chair. He is now Past District Commander of Quinte District and currently Educational Officer of his home Peterborough Squadron. On a personal level, Jim has worked for IBM for 32 years in their service organization, including strategic planning and project management.

He comes to the Board as a new Director with strong links to all levels of the organization.

## Luc Lussier



Luc has been sailing for twenty-five years and from the beginning considered that good training in navigation was important, both for him and for his passengers, to ensure safe boating. He chose CPS-ECP and has taken several courses.

He quickly got involved in CPS-ECP by becoming, among other things, Commander of the Le Marinier Squadron, then Commander of Cartier District. Luc has also been president of the Joint Committee of the Montreal Boat Show.

As a new Director he brings his strong academic background in applied sciences and management, which has led him to pursue careers in large companies at the highest positions.

Luc has experience as Chair of several national and international organizations.

He has a commitment to the community, which has led him to work as a volunteer for aid agency groups such as the United Way and other social inclusion institutions.

## Ian Munro



After completing the old Boating course in Burlington in 2007 Ian was impressed with CPS-ECP. Because he enjoyed the people around him and the courses CPS-ECP offered, he subsequently kept taking them until he reached Senior Navigator level. He admits that it is unlikely you will see him plotting his position with a sextant on Lake Ontario but that is

what he likes about CPS-ECP – a wide variety of high quality courses are available to anyone, even just for interest sake.

When the Squadron Commander originally approached him about joining the “Bridge”, he wasn’t quite sure what that was, but after going to a few meetings he got hooked. Ian joined the Burlington Bridge and with the usual exchanging of roles eventually became Squadron Commander and then Niagara District Commander. He has been, and continues as an Instructor.

On a personal level, he has held a position as Senior Manager of Mechanical Engineering of Fossil and Hydro Generation at a major power company. He is a former Chairman of an international research organization of hydroelectric power companies, a former Vice Chairman of the American Society of Mechanical Engineers where he continues as an Officer.

Ian and his wife Ingrid, have a Catalina 310 sail boat “Island Dreamer” which they sail out of the Fifty Point Yacht Club on western Lake Ontario.

As a new Director he brings his memory that when he took his first course he had to hunt for something called “The Power Squadron”. And so he is committed to working to make CPS-ECP more visible and accessible to the boating public as Canada’s premier safe boating education organization. He would also like to make sure our volunteers are enjoying themselves. They are the basis of CPS-ECP doing all the work with students and members and everything depends on all our efforts. ■

# BOATS THAT I HAVE KNOWN

## Chapter 11 – A Trip in the Loaded Little Red Barge

– By R. John Garside, AP

The Coldwater lumber truck had now departed and my uncle and I were looking at a very well loaded “little red boat”. I was sitting in my usual seat nestled into the bow and my uncle dock-side was reviewing the load. “It will be an interesting trip back”, he said and with that he carefully stepped off the government wharf and placed himself at the stern of the boat.

As he did this I noticed that the boat no longer moved like it used to, there was a heaviness in its motion and as my uncle got in, the boat seemed to sit much deeper and firmer into the water. Being curious I asked my uncle about the boat’s new motion. Smiling he said, “Well we have a lot of cargo aboard this boat and with each additional pound of weight the boat sits deeper into the water”. He went on to explain, that was why he placed the twelve very heavy wooden boxes of nails and hardware at the bottom of the boat “You don’t want a vessel to be top heavy, or else it will be unstable and difficult to steer. By and by placing the wood on top of the seats like we did, everything is well packed and I like it nice and firm, with no loose ends. It will be a good test for us”, he said. Looking at him carefully I asked him what the test was and he replied, “Well the boat is full of lumber, boxes of hardware and us. When we travel back and forth most of the time there are only three people in the boat, now there are only two, but much more cargo than I usually carry”. Then he talked about how he and my aunt had done the very same trip several weeks earlier and all had gone well, when the little red boat was full of the large crib beams that had been used to build the new cribs for the future dock. He assured me all would be fine and I then cast my eye over the side of the boat and noticed that the water was now much higher up the boat’s side. My uncle seeing this explained that the more you place in a boat the deeper it rides in the water, and that was why it was so important to place all the very heavy boxes at the bottom and the middle of the boat. Reassured, I then sat back in my seat and my uncle prepared the little red boat for its departure.

The first thing he did was to lash the wood into place by using some rope and tying it off to the small cleats that sat on the boat’s sides. With that done he then took one more look at the load, smiled, and started the small five horsepower Johnson motor. “We’ll let it warm up a bit so there will be no stalling or other trouble when we leave the dock”, he said. So we both sat in our seats while the little engine purred away. After about five minutes my uncle said, “Now we are

about to leave the dock and head back to the cottage, so I want you to sit very still and keep a sharp lookout for other boats”.

With that said, my uncle had me undo the bowline and bring it into the boat and he released the stern line. Then he placed the engine in forward and at a slow idle we were off! Having docked the boat facing outwards, my uncle was able to leave the dock in one easy forward motion and no backing up was required as that was the usual practice. I saw that this was a much better way to leave a dock as you did not have to do the fancy backing up and turning that was usually done when we left a dock.

At a slow idle my uncle adjusted his hat and with his hand on the tiller of the motor he turned the boat away from the dock and we began to enter the deeper water and the line of boating traffic. I was keeping a careful eye on the water around us and saw that there was very few boats in the area. “Looks like we will have a very good trip”, my uncle called out and with that he increased the speed of the engine. However, I noticed that though the motor was running faster, we did not seem to be moving through the water any faster. Instead we seemed to be making lots of noise and pushing through the water like a log.

My uncle noticed my fascination with the big bow wave and shouted out, “That’s what happens on big ships too! They push themselves through the water, and that’s why our waves are so much bigger than before. We are a ship now, with a cargo”. I looked back into the water and noticed that the bow wave was very pretty and the sun’s rays were sparkling in the resulting waves, it was so peaceful and I felt we were certainly doing something very special.

My uncle by this time had increased the engine speed by about half and the little red boat continued to push through the water at its reduced speed, but ever so little the boat moved a bit faster and the resulting bow wave continued to grow. Sitting at the front I was keeping a careful eye out for other boats and just at the halfway point of our trip a boat came out of the channel ahead of us at a very high speed. I pointed this out to my uncle and as the boat scooted off around the point my uncle began to turn the little red boat into the oncoming waves. He quickly explained that you should always approach big waves with the bow of the boat, never the sides. So sitting there I



# BARGE

photo: peakpx.com

watched carefully as the wash of the speeding boat approached us. My uncle also began to reduce the speed of the motor and the boat immediately began to slow down. As the waves approached us I felt our boat begin to drop into the water. To this day I still recall the awe that overcame me as our boat moved through the waves of the other boat and the slow purposeful response our boat gave. It was magical, as in the past the little red boat often bounced on the waves, not this time. This time we dug into the water just like a real ship, I was amazed.

My uncle seeing that the waves were now past us, returned to his original course and increased the speed of the boat. Now it seemed we were chasing the waves! But soon they moved off into the bay and we made a straight line for the sheltered bay where the cottage's dock sat. As we moved through the water there was a wonderful feeling of being one with the boat, we were all on a journey. Just as we began entering the neck of our bay my uncle slowed the little red boat down to a crawl.

Looking back at him he waved and then explained our next move. "We won't be docking the boat this time", he said, "Instead we going to beach the boat by the new cribs!" Looking into the bay I could see the new cribs sitting well out of the water and just beside them to the right stood my aunt waving to us. She had watched us leave the far side and was just a bit anxious when the other boat had crossed our path. Now though, she was standing on the shore waiting to receive us and all the lumber too. So my uncle called out to my aunt to "Stand clear", and he carefully aligned the little red boat up with the shoreline. Once he had done this he then told me to sit still and carefully follow his instructions.

With that said he then opened the throttle of the motor and off we headed for the shoreline. Now the boat being full of lumber and us did not move at any great

speed but I did notice that we gained a lot of what my uncle called "momentum" and holding the course we began to quickly approach the shoreline. Most of the shoreline was marshy along with a few rocks but the potential landing site was one of the few spots in the bay that had a sandy beach, so at least we would be away from the rocks and mud of the marsh. I remember sitting very still and watching the shoreline approach and the little red boat pulsing through the water pushing up an interesting bow wave. Then as we were almost at the beach my uncle slowed the motor down and the little red boat began to beach itself. The water raced out from the bow and suddenly the boat bit into the sand and I felt the huge drag as if the little red boat had brakes, and we came to an abrupt halt.

My uncle was very pleased, and then instructed me to pass the bowline to my aunt which I did and then being very careful, I climbed out of my seat and joined my aunt on the beach. My uncle then tilted the motor up out of the water and climbed over the side of the boat and carefully stood in the water. He took one of the stern lines and proceeded to the shoreline. He was now standing on the beach and asked me to join him. So I walked over to him and then he said, "Now we pull the boat into the shore", so with me standing in front of him we both took the stern line and began to pull the stern of the little red boat into the shore.

I recall pulling very hard and being amazed that boat gradually came our way and soon it was beached parallel to the shore. Of course my uncle had done the lion's share of the pulling but I was pleased that I had helped. My uncle then said, "Well, the little red barge is back, now let's unload it!"

*Next: Chapter 12 – Unloading the Barge & Building a new Dock. ■*





Photos: Vanessa Schmidt

# Hooked on Sea-Doo

– By Bradley Schmidt

“Why don’t I hop off and you take it for a spin?” shouted Adam, grinning ear to ear behind the controls of his brand new Wake 155 Sea-Doo. It was early spring, the kind of day that would seem downright cold in the middle of summer, but marked one of the first days of the season that you could feel the warmth of the sun on your skin. I had just finished putting the docks in the water the day before. “No, it’s brand new” I quipped, “but let me grab a pfd and you can take me for a ride.” Our friends Adam and Bev had recently purchased a cottage not far from ours. It took all winter, but Adam successfully lobbied to add a Sea-Doo to their fleet for their first full summer of cottage ownership. They decided on a 155HP Wake Edition by Sea-Doo. This is a large, 3 person PWC, with a full complement of bells and whistles for towing a wakeboard.

“We literally launched it for the first time and came straight here!” Bev said as she hopped off the back of the machine onto the dock. “Seriously, go have fun - I can go for a ride anytime” I pleaded with them to no avail. I have had the pleasure of being a passenger and a driver of a number of personal watercraft, but most of them were from the nineties. When I hopped on, behind Adam, I was impressed first by how stable it was, and secondly how comfortable the seat was. Nothing could prepare me, however, for the acceleration. Adam toured me around the bay, demonstrating some of the features, including the iBR (Sea-Doo’s Intelligent Brake and Reverse). I had never been in a boat with a “brake” before and was amazed by how quickly it brought the machine to a stop. After a flurry of thank-yous and compliments I sent them on their way to enjoy. The next day Adam was back at the dock, with his

daughter Grace. This time they wouldn’t take “NO” for an answer. I suited up and took my turn at the controls of this brand new machine. It was nothing short of incredible. So intuitive and smooth. I was smiling ear to ear. And I was in love.

The ploy worked. The hook was firmly set. A year ago in Jet Set I foreshadowed that a PWC was on the horizon. After a taste of the Wake Edition there was no looking back. I ramped up my research. Since we already have other boats, my needs were a little different than those of Adam and Bev. I didn’t need a Sea-Doo for tow sports, and there’s just two of us, so I didn’t need a huge machine either. I have written in Jet Set before about Sea-Doo’s Spark line. In some ways they are a “back to basics” PWC, lightweight, fuel efficient, available in 60 and 90 HP, 2-up and 3-up. They can be configured with an endless array of options. I fell in love with the Spark Trixx 3-up model. The “Trixx” model’s claim to fame, among other features, is an extended adjustable trim. The jet nozzle can be trimmed up much further than a traditional PWC. This, combined with foot rests at the very back of the foot wells, allow the rider to stand the nose of the craft almost straight up in the air in a “trick” called a tail stand.

We took possession of our Trixx in early June. Because it is half the weight of the larger Wake edition, even with its horsepower deficit, it accelerates and performs just as well. The “trixx” make for a great show for on-lookers, and an absolute blast for the driver.

It was a summer of all things Sea-Doo - stay tuned to Jet Set for more updates! ■

## 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](mailto:theporthole@cps-ecp.ca)

