

# THE PORTHOLE

February 2020

## IN THIS ISSUE

WINDSHIFTS 2  
VANTAGE POINT 3  
JUST ASK JOHN 4

**CANADIAN  
BUILT BOATS -  
FAIRLINE 32 &  
TAYLORCRAFT  
TARKA  
10-11**

**BERT TERHART'S EPIC JOURNEY  
AROUND THE WORLD 6-8**

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 image: *Sunset Through Porthole – Canvas Cove, Twillingate, NL* by Dawn & David Collins





## Canadian Power and Sail Squadrons

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# wind Shifts



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

I'm sailing without a compass in uncharted waters but then what can one possibly expect from someone who doesn't know his aft from a hole in the ground?

In the interest of full disclosure, I know as much about boating, as I know, about molecular engineering. When CPS-ECP National Administrative Officer Don Macintosh first reached out to me, I told him as much right off the hop.

Seemingly unfazed by that revelation, Don proceeded to explain The Porthole was searching for a new Editor-in-Chief and my name had popped up in his email. That was then and this is now and now sees me getting up to speed in a hurry.

They have had something to work with. As a freelance writer based in Peterborough, I brought to the table some experience with the local squadron, having been assigned to write articles on their initiatives and, most recently, its 60th anniversary milestone celebrated last June.

Over my close to 40 years as a journalist and editor, in print, electronic and digital formats, if there's one thing I have learned it's that people's passion for what they do, whatever that may be, is boundless. That in

mind, I know boaters, whatever their craft of choice, whatever their water of preference, are passionate about what it is they love to do.

Also on my side of the ledger is a clear understanding and full acknowledgement of the fact that The Porthole belongs to you. It's not mine. Not even close. It's yours; its pages dedicated to sharing your boundless passion for boating with others; for relating your adventures and experiences; for your stories and photos.

Yes, you'll absolutely continue to read articles here dedicated to the numerous CPS-ECP programs and initiatives that keep all safe on the water but there is space, plenty of space, on these pages for your contributions. Rest assured your passion has a home here and the welcome mat awaits your footsteps. To that end, I heartily welcome and encourage your stories and photos. Email your submissions to [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca).

Remember, I fully get your passion and I'm excited to help you share it. ■

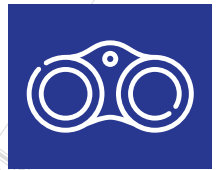


### Boat Show Dates for 2020

City	Date	Location
Toronto	January 17 - 26	Enercare Centre, Exhibition Place
Vancouver	February 5 - 9	BC Place & Granville Island
Montréal	February 6 - February 9	Palais des congrès de Montréal
Halifax	February 6 - 9	Halifax Exhibition Centre
Victoria	February 21 - 23	Pearkes Recreation Centre
Edmonton	March 12 - 15	Edmonton EXPO Centre



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



## AS BOATING POPULARITY RISES, SO DO EFFORTS TO KEEP US SAFE

The very mention of boating gives me cause to take notice.

It's clear I am not alone. About a year or two ago, it was reported that approximately 12 million-plus Canadians were recreational boaters. That number has likely since increased.

Such a large number is easy enough to understand. Canada has a coastline greater in length than that of any other country. When you add Canada's many inland lakes and navigational rivers into the mix, the length of its total coastline is staggering.

Across Canada, ready access to water, and all of the recreational activities it supports, is largely a given, although admittedly some of Canada's water may be a trifle too cold for some recreational activities.

This observation is not meant to trivialize boating safety. In fact, it underscores the need for Canadian boaters to have fun on the water but, at the same time, be as best prepared a boater as possible. This includes boaters who have sailboats, power boats, big boats and small boats including canoes, kayaks and even paddleboards, and any other vessel that I have inadvertently not mentioned.

The safety equipment required depends on the length and type of boat but all boats are required to have a life jacket or Personal Flotation Device (PFD) for each person on board.

Transport Canada's Office of Boating Safety encourages safe boating practices and compliance with the boating regulations. Further, every year, the National Safe Boating Council promotes National Safe Boating Week, which is May 16 to 22 in 2020. The council's new Safe Boating Campaign tag line is "A real boater is always ready for the water."

From coast to coast to coast, and all points in between, Canadian Power and Sail Squadrons - Escadrilles canadiennes de plaisance (CPS-ECP), through its many local squadrons, actively supports boating fun and boating safety initiatives by providing boating courses (Introductory, Advanced, Electronic and Elective) and seminars as well as community outreach programs. CPS-ECP's squadron member/volunteers provide com-



Photo courtesy of Peter Moon/Wawatay News

prehensive boating education programs focusing on boating competencies, safety and fun on the water.

CPS-ECP's community outreach programs include Recreational Vessel Courtesy Checks, and Safety Equipment and Flare Disposal Days as well as Operation Life Jacket. The first two programs are well known and active across the country. The third program is not as well known, being available just in Ontario at this point.

Operation Life Jacket is the continuation of a project started by the Canadian Safe Boating Council that sees unwanted life jackets forwarded from districts or squadrons in Ontario. After careful inspection, the donated life jackets are sent to targeted communities in Northern Ontario where Canadian Ranger volunteers distribute them.

Meeting local recreational boaters' needs is important for CPS-ECP squadrons. Local recreational boaters are why CPS-ECP squadrons exist. Without detracting from the fun and camaraderie of squadrons, it's interesting to note market research undertaken in Canada, and reported by IBISWorld the past summer, showed total revenue, annual growth and industry employment all trending upwards for the Canadian boat building industry.

While challenges remain in the boat building marketplace IBISWorld's<sup>1</sup> concluding SWOT analysis states, "Leisure time is expected to increase, representing a potential opportunity for the industry." Meanwhile, Wells Fargo<sup>2</sup> Commercial Distribution Finance reports, "... Canada's economy grew by a greater than expected 3.7%." Combined, this is good news – for recreational boating in Canada and for CPS-ECP squadrons across the country.

<sup>1</sup>IBISWorld, June 2019 Boat Building in Canada – Market Research Report.

<sup>2</sup>Boating Industry Canada, October 15, 2019, Wells Fargo CDF Shares Their 2019 Second Quarter Marine Figures. ■



just  
ask  
John

# NAVIGATION LIGHTS ARE A REQUIREMENT, NOT AN OPTION

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

As a follow-up to my previous article on Marine Rules Of The Road, and the reference to the two tragic boating accidents that occurred in August 2019 on Stoney Lake and Lake Joseph, the required use of navigation lights can't be overstated.

I again point out that all vessel operators have, among other responsibilities, two major requirements. One is to always maintain a lookout for navigation hazards and the actions of others who use our waterways for recreational and commercial activities regardless of the time of day. The second is to display navigation lights.

The following is taken from the CPS-ECP Boating Basics Pleasure Craft Operator Course. For more information on this and other CPS-ECP courses, visit [www.boatingcourses.ca](http://www.boatingcourses.ca)

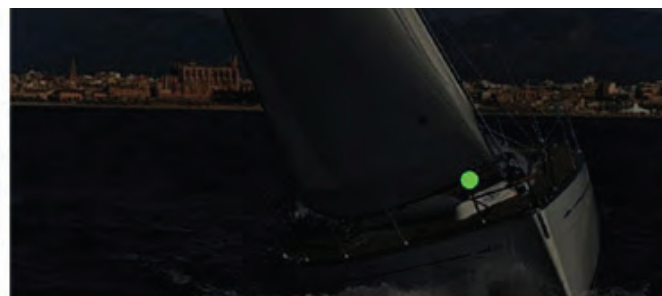
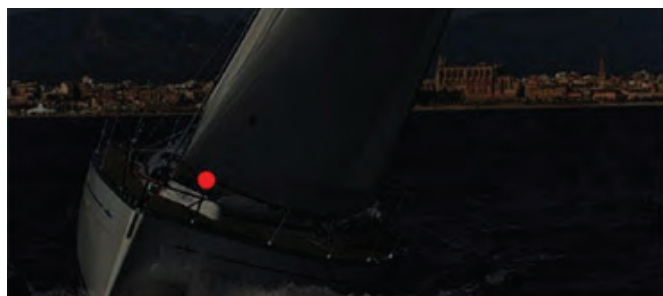
If a boat is operated between sunset and sunrise or in restricted visibility – in fog, for example – it must display navigation lights.

Operating a PWC at night is not recommended. In fact, it is illegal to operate a PWC after dark unless it is properly fitted with navigation lights that meet current Collision Regulations. You should be able to identify various types of towing lights, strobe lights visible all around the horizon, flashing lights and special blue flashing lights.

A masthead light projects forward through the same 225-degree arc of light as the red and green sidelights while the stern light projects aft through the remaining 135-degree arc. With both masthead and stern lights turned on, other boaters can see white light all the way around your boat. Anchored vessels will project an all-around (360-degree) white light where it can best be seen.

Government or police vessels may also display a flashing rotating blue light.

In addition, the law also requires that most of all boats carry a watertight flashlight. Remember to ensure the required batteries are in good shape before every trip. If you lose power at night, a watertight flashlight may be your only way to signal for help. ■



Photos courtesy of Osculati - Italia (<https://blog.osculati.com/2017/09/05/navigation-lights/>)

## NATIONAL AWARDS CORRECTIONS

The winner of the Electronic Course Instructor Awards sponsored by ICOM Canada for the Atlantic Provinces and Québec is Jacques Bégin, PA, escadrille Trois-Rivières.

The winner of Officer of the Year Awards sponsored by Alex Milne & Associates Ltd. for the Atlantic Provinces is Johan Speiring, Shediac Squadron. ■

# MAKING THE VICTORIA-SEATTLE CROSSING IN STYLE WAS AN AGM HIGHLIGHT

- by Bradley Schmidt, Agincourt Power and Sail Squadron

It's hopefully not lost on readers that the title of this column is a play on the term "jet set" - defined by dictionary.com as "a fashionable social set composed of wealthy people who travel frequently" - and water jet-driven boat propulsion-like personal watercraft.

Following the CPS-ECP AGM held in Victoria, BC, we had an opportunity to act like real jet setters, in both senses of the term, when we boarded The Victoria Clipper V, a 525-passenger, 167-foot long, 40-foot wide ferry, for passage to Seattle, Washington before continuing our journey by plane.

The crossing takes about 2 1/2 hours. The boat, much to my surprise, owes its remarkable 36 knot cruising speed to its catamaran style and twin jet drives.

The original company, Clipper Navigation, which has provided a passenger ferry service between Seattle and Victoria as well as the San Juan Islands since 1986, was recently purchased by Förde Reederei Seetouristik or Fast Reliable Seaways (FRS), a German transportation company specializing in passenger ferry and freight transportation.

The Victoria Clipper V operated in Germany from 2003 to 2017 as the Halunder Jet in the Heligoland Archipelago. It was transported from Hamburg to Seattle by an ocean-going barge, replacing the Victoria Clipper IV on the Seattle-Victoria route in 2018.

According to its website, FRS has a fleet of 59 vessels, many of which are water jet-driven. Incidentally, FRS purchased the Toronto-Rochester high-speed ferry Spirit of Ontario when service was cancelled, operating it for a number of years on a Spain-Morocco route as the Tanger Jet II.

Although not operated by the same company, a similar ferry, the V2V Empress, left port during a rare break in the rain. Watching the 125-foot vessel back away from the dock and execute a nearly 360-degree turn within its

own length helped me understand some of the rationale behind using water jet technology to drive these vessels.

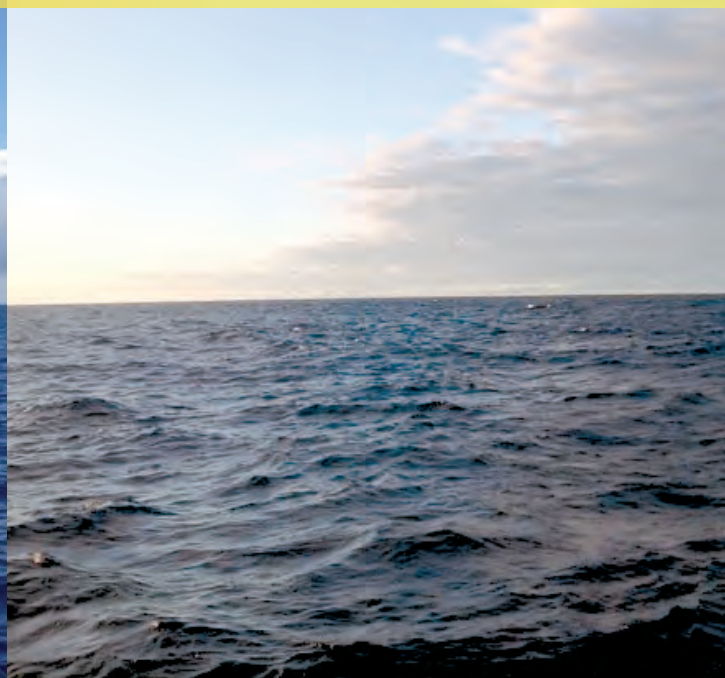
Despite persistent rain and heavy fog, our ferry left the harbour in Victoria on time. The ship has a modern interior. The seating was comfortable with adequate leg-room and the service was excellent. Upgrades to a different deck are available but we were quite comfortable.

After navigating to open water, the vessel quickly picked up speed. I used the GPS on my iPhone to check our location and confirm the cruising speed - we really were travelling at 66 km/h, roughly 36 knots. I was surprised by how smooth and quiet the whole passage was.

During the winter season, the vessel makes just one round trip daily. An early evening departure from Victoria meant that most of the trip was made in the dark. Passage on a clear, bright day would surely provide some wonderful photo opportunities as there's an open-air deck on the second level.

The only part of the experience that left me scratching my head occurred on arrival into Seattle. We had, I thought, already cleared U.S. Customs at the ferry terminal in Victoria. However, in Seattle, all passengers were forced into a lengthy queue while three U.S. Customs officers interviewed us one by one. It's hardly anything to complain about but it was unusual to go through customs twice. The ship was maybe one-third full. If the same crew had to clear a full passenger load, I'm sure the delay would have been more significant.

I encourage anyone looking to travel between Victoria and Seattle to try the service. It provided a necessary link in our travels and did so in style. ■



## 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.*

### Departure

In nautical terms, taking your departure has to do with

recording the ship's last position before making for the vast watery wastes of the open ocean.

For the good ship Seaburban and me, it just meant getting off the dock.

After delays, injuries, and last-minute gear and groceries, departure finally loomed October 27. About three weeks behind schedule and with winter gales threatening, it was now or never.

Scrambling around the boat frantically stowing, the weather looked too good to be true. Good omens abounded, including a visit from Glen Wakefield. My wife Nani and I said our last goodbyes and I shoved off.

As I write now, it's hard to imagine how quick the miles have slid beneath the keel. It has been all boat jobs all day getting Seaburban shipshape. Fenders deflated and into the fore peak. Drogue rode into their deployment bags and into the cockpit lockers and sorted in order of their potential use. Chasing down the hundreds of noises coming from the lockers that make the inside of the boat sound like a war zone. I swear there are more creaks and groans than stores themselves.

The worst of the noises are the unfamiliar. Last night I was convinced the cables had jumped the quadrant and torn through the autopilot warning harness. Luckily, not true: simply a flashlight rolling around a plastic storage bin.

This morning, the batteries were coming adrift. Not true: a block banging on the deck whenever a wave came aboard was the culprit. What has eluded me so far, however, is the artillery barrage coming from the upper fuel tank. No idea on that yet but it's interfering with the Zen of a sailboat gliding over peaceful seas.

It has been lazy sailing so far. With another six months ahead of me at least, let's just say I'm pacing myself.

## ***A Job Of Work***

It's not all tinned herring and super-sized cans of ravioli. Oh no, there's actually work to be done. Here on Seaburban, as it is ashore, not all jobs are created equal.

As far as I am concerned, anything to do with rope, needles, twine, canvas or charts are sailorly jobs. Everything else just seems like work.

The better part of today was spent making up preventers, pole guys and chafe gear. All very sailorly; all very enjoyable. The better part of next week might be spent in San Francisco trying to figure out why the upper fuel tank wants to break out of the cockpit floor and make for parts unknown. Compared to whipping the ends of the whisker pole guys, not very enjoyable.

I'll remain optimistic. Rick Whiting, the Ocean Cruising Club Port Officer in Frisco, is pulling out all the stops to speed me on my way. I could not be in better or more enthusiastic hands.

## ***Night Moves***

As I sit at the nav station, Seaburban rushes headlong into the night. Below there are only hints as to what is happening on the deck.

You can hear the water sliding past the hull but it is a curious arrangement that is not altogether soothing. There are the bumps, slaps and bangs of the odd wave accompanied by the crack of a back-winded sail. It takes some getting used to but they are the sounds of a small ship at work.

The moon is not near full but the night is not dark. Without the sun, moon or stars for days I had no good idea of where I was. Tonight, though, I had my pick and my position is not nearly so uncertain.

With only dead reckoning to rely on for position, I was sure I wasn't about to run smack dab into Antarctica. My sister's son Janner, however, wasn't so sure. He asked that I be extra careful about not hitting Antarctica.

Janner likes to go sailing with me. Truth be told, he likes to dress up as a pirate, eye patch and all, when he's on the boat. I think he likes that more than sailing. He also has carte blanche to repel boarders any way he sees fit as well.

Bounding through the night, a bone in her teeth, Seaburban might well find Antarctica hidden just beyond the gloom, barely out of sight. But I promise Janner, I'll do my best not to hit it.

## ***Crew***

Salty is hitching a ride all the way around the world. It's not so much the adventure or challenge given that he has seen it all before but that I've promised him fish. Especially flying fish and they are hard to come by in the North Pacific.



Salty has yet to lower himself to speak to me but he is not above taking his watch. I've got a picture to prove it as his real owner assured me that Salty would not lift a finger to save a life. Like every good Jack, Salty The Silent can steer a ship. I was gobsmacked to find him taking a trick at the helm.

Although we've not had words, Salty can glare. For the record, here's the different ways Salty has glanced my way: with alarm, disdain, disapproval, disgust, indifference and, most recently, aghast. I shudder to think what will finally make him speak. Hopefully, it won't be to say goodbye.

## ***A Charmed Life***

My sister Leah gave me a small envelope the day I left Victoria with orders that it be opened the following day. This charm and note is what that envelope contained. My eyes strained through tears as I read that little note over and over.

Leah and Nani are my shore-side support team. They have the hardest job in all this. I just have to sail the boat. Without them, and the rest of my family, the five capes would be a dream and not a reality.

## ***Abyssal Plains***

Plotting my noon position on a large scale chart of the Eastern Pacific, I realized I was over an abyssal plain. Basically, the open ocean bottom is mostly dead flat and featureless. Growing up on the prairies, I know something about dead flat and featureless.



The open ocean, away from continental shelves, is, on average, about four kilometres deep. The depths of the deep open ocean are a seeming abyss and thus we have abyssal plain.

themselves might not be too interesting to anyone save a scientist studying curious life forms but the word 'abyss' is a lot of fun.

## Spinnaker Work

After two days of poled out headsails, the breeze finally calls for a sail change. Here the asymmetrical is put back to work and is pulling Seaburban along at 6+ knots.

Mostly I just like the word. Anytime you get a chance to say, refer to or write about an abyss, take it. The plains

It's a wonderful sail made that much more complacent and convenient now that it is on a furler. That said, it's not likely to see much of the southern latitudes. For now, however, it's even putting a smile on Salty's normally grim mug. ■



"Coast Guard" by Arrr! is licensed under CC BY-NC 2.0

## BOATING TRAGEDY-RELATED LAWSUIT A POIGNANT REMINDER THAT WORDS MATTER

– Dave Bieman, AP, Assistant National Education Officer

Many no doubt saw media coverage of the tragic August 2019 accident that resulted in the deaths of two people on Lake Joseph in Ontario.

That tragedy has spawned a lawsuit, more details of which can be found at <https://www.cbc.ca/news/canada/toronto/kevin-o-leary-wife-sued-family-passenger-killed-deadly-boat-crash-1.5350154>

In the aftermath, we can't help but reflect on the tragedy. It happened so very fast. But it has turned into a learning experience.

Upon review of the CPS-ECP Boating 1 course, it struck me that we would be wise to pay particularly close attention to language and concepts. Both may seem overly awkward but there's a reason they are included.

We instruct boaters to be careful but we don't specifically spell out things like one should "operate the boat with due care and attention." It sounds too legalistic. The lawsuit, however, does include the phrasing "incapable of operating the power boat with due care and attention." What does that mean exactly? Do we know? Do we ensure our students know? Also noted is "careless operation of a vessel." What's careless?

Also in the lawsuit are the words "failed to give the other boat the right of way." We debate such language in the Educational Department but that aside, do we explain this in ways that beginning boaters understand? And once it is understood, will boaters practice it automatically? And what is "negligence?" Do we have examples on hand? Do our students internalize that to put it into practice?

I know I'm guilty of often skipping lightly through the sound signals – our lakes would be a cacophony if we followed all those rules – but resulting from the Lake Joseph accident is the allegation that the operator "failed to heed the horn of the...boat."

Of particular interest to CPS-ECP is the lawsuit's reference to "an inexperienced and unsafe driver" and the wording "didn't have proper training." How do we prepare now to provide more proper training?

Finally, there's a reference to "had no licence." Now there's a twist. We all know the Pleasure Craft Operator Card (PCOC) is not a licence. Maybe here the language is less specific but the need is clear.

Perhaps it was just coincidence, or maybe it was just me, but I was struck by how guilty I am of treating such language too casually. Words do matter. We could all benefit from recognizing that "legalistic" words carry weight. ■



# A CAUTIONARY 'TAIL': LESSONS LEARNED FROM A ROUGH CROSSING

– by Chief Commander Peter Bolton, SN

Back in 2006, our family consisted of two humans – myself and my admiral – and a family of Border Collies – mum and four pups.

Aboard our Eaglecraft aluminum powerboat, which has plenty of power and a strong hull, we decided to join our local yacht club weekend at Lund and take part in their Easter Bunny-Fest. Comox to Lund is about 25 nautical miles, which took just under two hours to cover. Our trip was uneventful for the most part.

The weather deteriorated in time for our return. There was a strong southeast wind of about 20 knots with one-and-a-half metre (four feet) seas outside Lund. I decided to set off, intending to travel more slowly and to reach the unsheltered area crossing the strait beyond the shelter of Harwood and Texada Islands. All went well until we closed in on Harwood when the rain increased substantially and the seas were increasing, eventually up to two and a half metres (eight feet).

As we approached Harwood, I could see through the heavy rain a vague shape to the right of Harwood but there was nothing showing on the chart plotter. I asked The Admiral to bring the paper chart so I could check the chart plotter. She refused, stating she was not budging and was not sure if she was going to be sick. As we started to cross the strait out of the shelter of Harwood, the wind increased to about 25 to 30 knots and the wave height increased to two-and-a-half metres (eight feet). As I was now heading more or less directly into the waves, the drop-off the top of the waves was considerable and, on a couple of occasions, the boat came down the starboard side first. After a couple of frightening drops, I turned at 45 degrees to the wind/waves and was able to slide down the backside of the crests rather than fall off the peaks.

Once we made it past Cape Lazo, the wave height dropped and we made an uneventful passage into Comox Harbour. It was with a feeling of relief that we made it to our spot on the dock. The Admiral hopped out and began to tie up the starboard spring line and I followed and commenced to secure the stern line. As I did so, there was a roar from the engine, the stern dug in, the bow raised and the boat with nobody aboard attempted to back out of the spot.

We didn't understand why the boat had gone into reverse on her own until we looked into the helm window. The window was open and our junior pup, Charley Brown, who had had more than enough of the boat, the seas and anything nautical, had decided to take matters into his own paws and get out onto the dock through the open window. In leaping onto the helm seat and freedom, Charley Brown's right paw knocked the throttle lever to full reverse power. The Admiral leaned in and shut off the engine and all was well that ended well.

There were some lessons learned here worth mentioning.

Make sure that you have the correct paper chart out and open before you leave. It was far too rough for me to leave the helm. Even though you have planned the route carefully, remember to zoom your chart plotter in and out from time to time – plotters simplify the detail at smaller scales and it reappears when you zoom in to a larger scale.

When you are tackling big seas, try to ride them at 45 degrees rather than head on. The ride is much better.

And when you dock, turn off the motor before you leave the seat so that no one else, human or canine, takes over.



# CANADIAN BUILT BOATS

## THE FAIRLINE SEDAN 32

— by Brent Court

My wife and I are the proud owners of a 1985 Fairline 32 Sedan, which we purchased in 2016.

The boat, which we've named Court's Legacy, is a reliable, economical cruiser with lots of space. It is a well-built boat; one that was repowered in 2006 with Volvo Penta AD31-LA 130 HP diesel engines.

Home for Court's Legacy is the Port Whitby Marina east of Toronto.

Over the four years we've owned the boat, we've cruised the north and south shores of Lake Ontario as well as the 1000 Islands. We're looking forward to many more adventures on the Great Lakes and the St. Lawrence River. ■





## 30' 1939 TAYLORCRAFT "TARKA"

– by Martin R. Enright, Marine Surveyor, Nautica Marine Survey

Tarka defines the “classic cruiser” description.

Built in 1939 by reputed boat builder J.J. Taylor and Sons in Toronto, the vessel has been rebuilt over a long period, a process completed by the installation of a new diesel engine that generates its 35-horsepower output.

Calling Canoe Cove Marina in Sydney, BC home, Tarka is in excellent condition, constructed of mahogany carvel planking over steam bent white oak frames.

At 30 feet 6-inches in length with a 10-foot beam, Tarka is a remarkable example of her genre – by far the very best of this vessel type I have come across over many years of involvement in this work. Her overall condition cannot be overstated.

The main cabin is entered through a port side door. There is an L-shaped lounge to starboard with a table stowed against the port wall. This becomes either a dinette or can be converted into a double berth using

lounge back cushions to fill the space. There is a small desk/ cabinet forward.

The helm is to port. Both windshield panels open. There are two steps down to the lower cabin that has a galley running fore and aft along the port side and stacked berths opposite to starboard.

The interior decor is very traditional with mahogany paneling and cabinetry and blue fabric upholstery. The ceilings are painted plywood with beautiful open mahogany beams. The overall effect is very traditional.

This is a beautiful example of the classic cruiser – the best I have seen of pre-war vintage and I suspect one of the best of her genre. Examples of vessels from this era in this condition are rare indeed. Tarka is a truly lovely vessel. ■



## 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.

Successful candidates will be elected to the Board of Directors at the 2020 Annual General Meeting.

A Director's role is to provide guidance and oversight of CPS-ECP's activities. The Board of Directors sets the policies and direction of the organization, though, among other things, approving the annual budget.

Some of the experience, skills, and attributes which can contribute to being a successful Director, are listed below. These are only a guide, not an exhaustive list.

- Ability to get along and collaborate with others,
- Ability to think independently, and not "follow the crowd,"
- Commitment to CPS-ECP, and passion for the CPS-ECP Vision, Mission and Values,
- Experience in one or more of Education, Membership, Marketing and Communications
- Enthusiasm, time available,
- An ability to see the "big picture" beyond local or regional perspectives.
- A thorough understanding of Squadron and District operations.

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

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

The above documents can be found on the CPS-ECP website.

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

**March 1<sup>st</sup>, 2020 at 1700 EST**

electronically to:

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

or in hard copy marked 'Confidential' to:

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

## SUBMIT PHOTOS AND ARTICLES

If you have a great photo or a great story that you would like us to consider for The Port Hole's next issue, please send us your submissions to [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca)

**Note: photos must be at least 300 dpi and stories must be at least 400 words.**

