

THE PORTHOLE

May 2019

IN THIS ISSUE

YOU MAY STUDY
AT HOME GUIDE 35

JUST ASK JOHN 36

VICTORIA CONFERENCE 42

**CANADIAN
BUILT BOATS -
BAYFIELD &
ROSBOROUGH
40**

**SEARCHING FOR
SHIPWRECKS - PART 3 38**

The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance
Send your photos to: theporthole@cps-ecp.ca
Cover image: Agawa Rock - Lake Superior by Lars Jensen





Canadian Power and Sail Squadrons

Published by Authority
of the Board of Directors

Chair, Communications Committee
Michel Petit

Editor-in-Chief
R. John Garside, AP

Art Director
Vanessa Schmidt

Graphic Designer
Nour Bawab

Proofreaders
Louise White, SN

Photographer
Don Butt, AP

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

Patron
H.R.H. The Prince Philip
Duke of Edinburgh, K.G., K.T.

Canadian Power and Sail Squadrons
Escadrilles canadiennes de plaisance
26 Golden Gate Court
Toronto, ON M1P 3A5
1-888-CPS-BOAT F. 416-293-2445
theporthole@cps-ecp.ca
www.cps-ecp.ca

Executive Director
Walter Kowalchuk, P



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

Though it is the month of May and the water may not be hard, it is still a bit too cool to swim in and many of you will be anxiously awaiting your launch day, and the promise of future cruises and adventure for you and your family on a water body near you. In this issue I have shed a light on those things that often become just part of the scenery and accepted as being part of the puzzle, instead of being a puzzle onto themselves. To what am I speaking? Rock paintings, old, new and ancient. They are often seen as graffiti but some definitely serve a purpose and some even tell a story. So have a look and this summer while cruising or exploring your favourite waterway keep an eye out for your own local rock art, and remember to take a picture and send it to me along with a tag line for use in a future issue of *The Port Hole*.

Also featured is another chapter in the series "Searching for Shipwrecks" where I come across not only an interesting item in the water but something that is most unique located on top of it. This discovery was totally by accident and only by carefully drifting across the

water was I able to view the wreck and describe it. The resulting pictures are only part of the puzzle as the wreck is totally unknown to the locals and seems to have been there for decades, just waiting to be discovered.

And two more Canadian-built boats are featured as well which should give you plenty of inspiration for your prelaunch work and summer cruise plans. The Canadian boat-builders series needs your input as well, so if you happen to own a Canadian-built boat I would ask that you send me your Canadian-built boat's picture along with a few comments concerning its age, the builder and, of course, its home port. The pictures can be in colour or black and white, but please do send them! I already have a few, but more would be nice. My contact information can be found on the mast-head page of this issue.

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

YOU MAY STUDY AT HOME ONLINE

But you are not alone! - by The Outreach Team

Accessibility to the full range of CPS-ECP boating safety courses is the goal of the online course formats. They are being developed for people unable to attend the Squadron-based classroom courses in person or who prefer online learning.

The CPS-ECP online courses utilize modern learning technologies including video, audio, interactive learning activities and self-assessment opportunities. Instructors/facilitators are available to engage participants, answer questions, and conduct online meetings and discussion forums.

Our two online course formats are described below.

Online with Class Meetings (OCM)	Online only (OO)
<ul style="list-style-type: none">• Provides continuous online access to boating course content, including instructional videos and learning resources combined with weekly scheduled virtual review meetings via online meeting software.• A team of CPS-ECP instructors moderates the online class sessions that focus on answering participants' questions, posing challenging questions to the class participants to reinforce course topics, and exploring real world boating issues arising from the course content.• Each participant is assisted by a tutor, a local CPS instructor, who provides in-person or online support sessions and administers the course exam.• Tutors participate in the online sessions to add additional experience and "local knowledge" to the sessions.	<ul style="list-style-type: none">• Provides continuous online access to boating course content, including instructional videos, learning resources, and learning activities at the convenience of the individual participant.• One or more facilitators are available to answer participants' questions and moderate discussion forums and other learning activities. Discussion forums pose challenging questions to reinforce course topics and explore real world boating issues.• Each participant has online access to the course facilitators via course discussion forums and email. Course facilitators may also provide online one-on-one or group sessions on an occasional basis.• Facilitators may create videos or podcasts summarizing course sessions and responding to issues raised by participants.

Course learning materials, available online in Moodle, is similar for both formats consisting of:

- Course schedule
- Course contacts
- Course books/ Online ebook
- PowerPoint instructional video lessons
- CPS-ECP, YouTube, USPS and other online videos
- Homework questions
- Any other course material.

A key difference is that interaction between instructors and participants with OCM courses involves scheduled online review meetings in "real" time. Discussion forums in OO courses are asynchronous; that is individual participants contribute to the discussion at different times.

Weekly sessions in both formats require:

- Independent study of course content sections
- Viewing narrated PowerPoint videos as available
- Completion of section homework questions (OCM) or self-tests (OO)
- Participation in weekly scheduled GoToMeeting (GTM) sessions (OCM) or discussion forums (OO)
- Other learning activities as available.

Participants should expect to spend 2 – 4 hours per course section per week completing learning activities. The resources being developed for CPS-ECP online courses will ultimately be available to participants registered in our classroom courses.

Boating 2, 3 and 4 are currently available in the OCM format, with a total of eight classes completed or underway for 2018-19, serving some 60 participants. English and French OO versions of Boating 2 and 3 will be available fall 2019. ■

?

justask
John

FEES FOR STATION LICENCES AND OTHER GOVERNMENT OF CANADA SERVICES

- by John Gullick [AP](#)

At our National Meeting and AGM in October I gave a brief presentation about Pleasure Craft and Station Licences.

Currently there is no fee for applications for a Pleasure Craft Licence, the licence for your boat. There is, however, a fee for a Station Licence, the licence for your VHF radio which is required if you travel outside Canadian waters.

We have just received a letter regarding planned fee increases for those boaters holding Canadian maritime radio STATION LICENCES for their VHF and SSB radios. The last fee increase was way back in 1996.

Note: Station licences are not required if your Canadian boat voluntarily carrying a VHF or SSB radio stays within Canadian waters. If you sail in US or international waters, a maritime radio station licence IS required!

Changes to fees effective 2020

The Service Fees Act (SFA), federal legislation that was passed in June 2017 and came into force in June 2018 aims to increase transparency around federal fees while improving service to Canadians. All federal government

departments are now required to increase fees each year by the cost of living, unless those fees are adjusted periodically by another means. Specifically, the SFA refers to Statistics Canada's April All-item Consumer Price Index (CPI) for determining the yearly rate of adjustment.

For radio licences, fees will go up by 2.2% as of March 15, 2020. While our radio licence fees have not increased since 1996, it was recognized that you may benefit from knowing about this fee increase in advance.

New fee tables and updated documentation will be published in the coming months on the Spectrum Management and Telecommunications website. Beginning March 15, 2020, the new fee tables will be used to calculate fees instead of the fee schedules found in the Radio communication regulations.

This news about fee increases does tend to indicate that for other services and licences like the Pleasure Craft Licence where there is currently no charge we will see charges being levied in the near future. ■

BOATING SAFETY TIP

Sailboat + Lightning

"[...] if the mast is metal, the mast should be grounded to the water through the keel or a ground plate. If not, you could lower a heavy chain into the water and bond the other end to a shroud chainplate. This would give you what is known as a Faraday cage and should afford protection under a 45° cone extending downward from the tip of the mast." - excerpt from *Weather for Boaters* seminar.





Rock Paintings – Old & New ...

- by R. John Carside AP



Monetville Monster – 1960's

The park is located on the north shore of Lake Superior and was not well marked at the time, but the visit was most worthwhile. The morning sun was up and the lake was unusually calm for September and there at the water's edge right above the lake were the most dramatic rock paintings I had ever seen. There stretched out before me were some of the most amazing images painted hundreds of years ago by First Nation artists. The images were very striking and one in particular, often referred to as The Great Lynx, or Missshepezhieu, the spirit of the water, was most dramatic.

I vividly remember the very first rock painting I ever saw. I was only eight years old and we were travelling by boat up the small vessel channel just north of Honey Harbour on Georgian Bay and there off to the right side of the boat loomed this magnificent full-colour image of a tomahawk, carefully painted on the red granite of the Canadian Shield. I was amazed not only at its size but also to learn that it had been there for decades! My uncle explained that this image was not just for fun, but to let you know where you were too, and in this case, it was Tomahawk Island. He had first viewed it back in the late 1930s while boating in the area and always remembered it as being quite unique and very colourful.



Lunge Lodge – 2018

So this past summer while travelling on Lake Nipissing I made a point of searching for my own collection of rock paintings and found quite a few, some old, some new and one very ancient one. Some are just a landmark, or an aid to navigation or a piece of creative art, but one tells a story, a story painted long, long ago. ■



Ancient First Nation Rock Painting

So many years later while travelling up the Trans-Canada Highway in 1986 I took the opportunity to explore another form of rock painting, the Agawa Pictographs.



Mac Mac – 2018



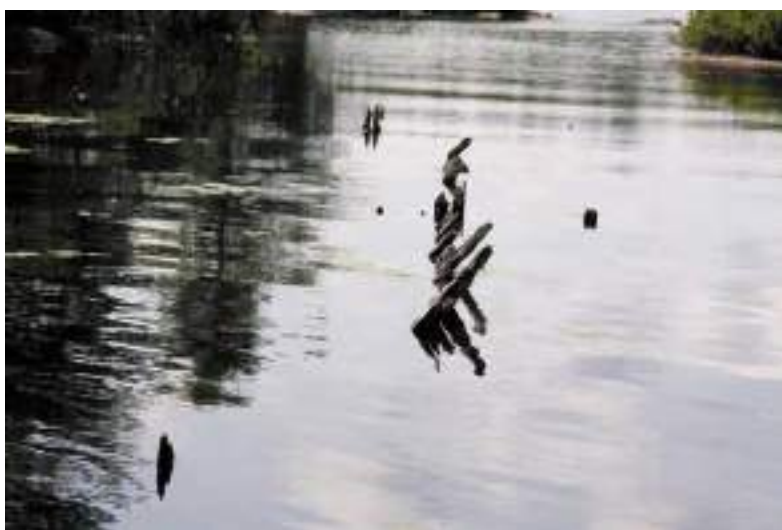
SEARCHING FOR SHIPWRECKS: PART 3

The Unexpected...— by R. John Garside [AP](#)

It was a very bright and sunny day in August and I was travelling on Lake Nipissing to one of my favourite sites, the end of the navigable portion of the Hall River. Here the waters of Lake Nipissing end for most vessels so to go beyond this point you need to portage and that just is not what one does in an 18-foot wooden fishing boat. So I cruised carefully by the site, took in the view and then consulted my chart. The level of Lake Nipissing is controlled by two dams and each had been recently modernized so I thought it would be interesting to visit the Chaudiere Control Dam which I had not visited in several years. So off I went and thirty minutes later I began approaching the dam site.

Now the things you have to be very careful about in Lake Nipissing are not only the charted rocks but also the uncharted rocks that seem to appear out of nowhere, and things called “ruins” on the charts. These ruins,

marked “Ru”, are often old piers or wharfs that date from the early 1900s when logging was quite active and the lake was used for lumber transportation. In those days log booms were assembled and then a steam tug would tow the logs to one of the local sawmills located near the town of North Bay. In my travels on the lake I have encountered several “ruins” and some of them



have been massive! There was one pier in Cache Bay that was sitting just below the surface of the water and the size of its timbers must have been at least two feet square. Projecting out from several sections of the submerged pier were some very evil-looking iron rods, and all of this was sitting just below the surface just waiting for some passing vessel to impale itself. So when I am around these sites I am always on the alert and moving very slowly.

As I approached the dam site, I noticed that there were very few cottages or other buildings and the site looked quite remote. So I slowed down to a crawl and at an idle began to nose my way toward the bay where the dam was located. The chart showed numerous rocks and shoals so I was kept very busy looking at the water directly not only in front of me but also

beside me as well, as many of the rocks were just inches from the surface. So for the next ten or fifteen minutes I inched my way forward toward the dam and then just out of the corner of my eye came a flash of an image not actually in the water, but just at the very surface. And that shape was that of a boat. Well, this just had to be explored. So the first thing I did was to take a few



pictures and then swinging to port I crept toward the image.

Double-checking the chart, I saw a ruins label and wondered just what I had stumbled across. The water was crystal clear and soon below me lay an ancient relic. The ruin was certainly there and clearly was an old logging pier made up of logs held together with iron rods. However, that was not all that was there. On top of this pier was an ancient boat as well, not that it was all there, but just a few remnants of the hull. The vessel looked to be about forty feet long and ten feet wide with a very pointed bow and rounded stern. Getting closer, I saw that the hull planks were not laid down in the usual horizontal plane but angled, and the vessel was actually double planked. There was no evidence of any superstructure or deck as the water was just over five feet deep and probably the ice had removed most of anything that had been at or above the waterline. I then carefully drifted over the wreck and peered down into the water to see if there were any other items of

importance such as an old engine or boiler, but nothing came into view. I completed my inspection and then slowly idled back into the deeper water.

So what had I come across? Maybe an old sailing vessel or vessel tender? I still do not know, but do review the accompanying photographs and maybe you will and can let me know! ■



COVER PHOTO OPPORTUNITY

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



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

Images must be uncompressed, original size and are of a minimum of 3 MB.

CANADIAN BUILT BOATS

Length: 32 feet
Beam: 10.5 feet
Built: 1983
Home Port: Pointe-du-Chêne Marina
in Pte du Chêne, New Brunswick
Builder: Bayfield Yachts

THE BAYFIELD 32

- by Armand Arsenault, Shediac Squadron, Atlantic District

We purchased our 1983 Bayfield 32 named "Abacus" in 2013. We knew we had a diamond in the rough but after doing some research and a few telephone calls, we discovered that this particular boat was built in 1983 for Bob Spears, the CFO of Bayfield Yachts at that time. Thus the name "Abacus", which we kept. I did have a couple of conversations with Jake Rogerson formerly of Bayfield Yachts and he remembers the vessel being built for Bob Spears, and shared his story of coming up with the name of "Abacus".

Needless to say, and I am sure that many boaters can relate to this, a few items had to be upgraded: fuel tank, holding tank, head, dodger and stack pack, etc. etc... plus many hours of elbow grease, along with lots of sanding and varnishing. Our Abacus now resides at the Pointe-du-Chêne Marina in Pte du Chêne New Brunswick and sails on the salt water of the Northumberland Strait. ■



We are searching for a **Fairline 32 Sedan** power boat built in Vancouver in the 1980s.

Do you own one?

If so please send me some pictures and notes about your vessel to theporthole@cps-ecp.ca



Length: 28 feet
 Beam: 10 feet
 Built: 2000
 Home Port: Bay Port Marina,
 Midland, Ontario.
 Builder: Rosborough

THE ROSBOROUGH RF-246

-by Mike Hamilton, Midland Power & Sail Squadron, Georgian Trent District

I took the original 16-week CPS-ECP Boating Course, provided by the North Halton Squadron, in 1990. My boating experience prior to this was on a 16 ft. bow-rider cottage boat. The boating course stimulated my interest in cruising on the water. So the hunt for a boat began. I scoured classifieds and boating magazines and then boatyards. I determined that I wanted diesel power, no canvas and no exterior wood, in the 25-to-30 foot range and I thought that a Cape Dory 28 would suit my needs. However, one of these vessels 10 years old commanded a price of \$75,000 US. This at a time of our \$0.70 dollar. I had been following the evolution of the Rosborough RF-246 and at the Toronto Boat Show while I was searching for a Cape Dory 28, I was able to look into the Rosborough's show boat and was quite taken with the space, and the fit and finish in the 25 ft. boat. Then I found out that I could order a brand new boat built to my specifications for less than \$90,000 CAN.

The builder, James Douglas Rosborough, began refurbishing and building wooden sailing vessels in the 1940s around the Halifax area. During the late 1980s, under the management of his son Robert, the company began building small fibreglass (new at the time) fishing boats and larger trawlers to 35 ft. It soon became apparent that the RF-246 was the best-seller, so they concentrated on improving this small vessel. It was available in 3 cabin configurations, the Windshield (no cabin top), the Custom Wheelhouse (short cabin) and the Sedan Cruiser. By the late 1990s the sedan cruiser had sliding opening doors at the helm, a mate's seat and aft of the saloon an open cockpit. It had the traditional "down east" lines, looking like a mini lobster boat.

At the 1999 Toronto Boat Show, I ordered my diesel powered Sedan Cruiser and Rosborough brought it to the 2000 Toronto Boat Show, as their display model, and delivered it to me at Port Credit after the Show. This, of course, was January so it sat on the hard at the marina until spring.

Cruises:

- 2000 - Conning along Lake Ontario shoreline to Toronto Island and to Burlington
- 2002 - Crossed Lake Ontario to Port Dalhousie
- 2003 - Trip East with boaters from Port Credit to Gananoque
- 2005 - Port Credit to Ottawa for Canada Day . Later moved to Midland via Lake Ontario and Trent-Severn
- 2006 - Midland to Parry Sound to participate in Georgian Bay TugFest
- 2008 - Midland across Georgian Bay to Wiarton and Tobermory
- 2009 - Midland to Lake Champlain for Rosborough rendezvous via Trent-Severn, Lake Ontario, St. Lawrence River (including Seaway Locks) and Richelieu River. Returned via Hudson River, Erie Canal, Oswego Canal, Lake Ontario to Trenton and home via Trent-Severn
- 2012 - Midland to North Channel, Spanish and Lake Michigan
- 2014 - Midland to Montreal, Ottawa and Kingston
- 2016 - Midland to North Channel and Sault Ste. Marie
- 2017/18 - Circumnavigate Florida, crossing The Okeechobee
- 2018 - Midland to Killarney ■



ESTEEMED MEMBER MENTION – by Marilyn McBeath

Don Griffin was presented with a Chief Commander's Citation by National Secretary Marilyn McBeath, on behalf of Chief Commander Chuck Beall, at a Christmas function with old CPS-ECP friends. Don was unable to be at the Ottawa Conference, and so received his Award in Vancouver, with his wife Rosemary joining the celebration. A Chief Commander's Citation is given for extreme, distinguished and noteworthy contributions to CPS-ECP by a CPS-ECP Member. ■

Join us in

VICTORIA, BC

Register at www.cps-ecp.ca

Participate in this year's National Conference from Oct. 15 – 20, 2019. Volunteers and boaters from across North America will congregate in Victoria, British Columbia to exchange ideas, have their say in the business of CPS-ECP, attend workshops, network with old friends and meet new ones. It will be a working conference with plenty of time for fun and relaxation.

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

Our conference theme is “Cruise Ship Travel”

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

To make your room reservations:

Fairmont Empress Hotel

712 Government St., Victoria, BC V8W 1W5

Reservations: 1-866-540-4429

Discount Code: CPS_1019

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

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

Our Tours:

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

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

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

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



Join us in

VICTORIA, BC Oct. 15-20, 2019

register today at www.cps-ecp.ca



CONFERENCE 2019

at the Fairmont Empress Hotel • October 15-20, 2019

712 Government St., Victoria, B.C V8W 1W5 – Phone:1-866-540-4429
CPS-ECP Conference 2019, 26 Golden Gate Court, Toronto, ON M1P 3A5
hgg@cps-ecp.ca Fax: (416) 293-2445



REGISTER ONLINE AT: www.cps-ecp.ca

All fields are required

First Name _____ Last Name _____ Grade _____
Guest's First Name _____ Last Name _____ Grade _____
Address _____ City _____ Province _____
Postal Code _____ Tel _____ E-mail _____
Squadron _____ District _____
Member no. _____ Officer Position _____
Any Dietary Issues? _____
Is this your first National Conference? Yes No

FULL CONFERENCE MEAL PACKAGE

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

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

Individual Conference Meals

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

Tours

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

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

PAYMENT INFORMATION

Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2019. Note: Post-dated cheques will not be accepted.

Mastercard VISA Name on the card _____

Card No. _____ Expiry Date (mm/yy) _____

Signature _____

Dietary or physical restrictions and other requirements: _____

After September 2, 2019 higher registration rates will apply.
National Officers who have their hotel accommodations paid
by CPS-ECP must make their reservations directly with CPS-
ECP. All Officers and members are encouraged to attend the
seminars, presentations and Annual General Meeting at no cost.

CANCELLATION POLICY

Cancellations on or before September 2, 2019 are accepted with
no penalty. From September 3, 2019, all cancellations are subject
to a \$35 administration fee per person. After September 27, 2019,
cancellations will be partly refunded only if other conference par-
ticipants register to take your place.