

THE PORTHOLE

MAY 2022

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The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance
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Paul M. Rellinger, Editor-in-chief, The Port Hole

What's old was wonderfully new again in late March as the CPS-ECP education team took a bold leap of faith and gathered at a Toronto hotel for its annual spring meetings.

That's right. Came together. In-person. Face to face, albeit masked for the most part. Meetings. A shared dinner too, complete with dessert and all the rest.

As of this writing, greatly eased pandemic restrictions had made such interaction possible. Yes, the coronavirus is still with us and will be, to some degree, for a very long time, if not forever. Rightly or wrongly, people way smarter than you and I have determined that since the virus is always going to be with us, we best learn to live with it as best we can.

It was against this backdrop that the education team decided to dip their collective toes in the return-to-normalcy waters. A gutsy move, to be sure, but the right call.

So it was that some 25 members, and another 30 online, mostly education officers, came together to talk business, reviewing course offerings and the way they're marketed and delivered, and looking ahead to a new reality that will see courses taught both in-person and virtually, and in many cases a combination of the two.

I was fortunate to be present for a portion of the gathering, taking advantage of a kind invitation from NEO Brian Reis who asked if I would emcee the Saturday evening program of speaker presentations. I didn't think twice about attending – to be wholly honest, he had me at dinner.

You can read a summary of the meetings and the presentations in this edition of The Port Hole. While it provides a good overview of what went down, and there was plenty, it does little to capture the emotional lift of being together. It was invigorating - therapeutic actually - to hear chatter and laughter that wasn't interrupted by a weak Internet signal. It was a battery-charging reminder of why many of us became members in the first place.

For me personally, having been adopted by CPS-ECP in late 2019, the gathering provided a welcome opportunity to finally put some faces to names. I was beginning to wonder if Chief Commander Peter Bolton really existed or was a figment of my virtual imagination. And I was fortunate that John and Doreen Hinksman were seated at my dinner table. That's about as close to CPS-ECP royalty as it gets. If that wasn't enough to capture my attention, I learned that Brian and I share an interest in American Civil War history, which excited me to no end and led to some terrific reminiscences.

Such interactions are what we have sorely missed and can now look forward to returning to in 2022, if not at the late October AGM and National Convention in Toronto then at some point before. Yes, how comfortable each of us is in terms of jumping back into the in-person fray is a matter of personal choice that must and should be respected. No one can tell you when you're ready, never mind the willing and able part of the equation. But that said, if not now, when?

As always, any contribution to The Port Hole is most welcome. Email your articles and/or photos to me directly at communication-chair@cps-ecp.org or to theporthole@cps-ecp.ca ■



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ANATOMY OF CHANGE – THEN AND NOW

- by Peter Bolton, Chief Commander, CPS-ECP



CPS-ECP Chief Commander Peter Bolton

Significant changes have occurred in society over the past ten years.

Ethnic and sectarian conflict, the world of Internet communication, the roles that various generations play in our communities, and the amount of time volunteers are expected to devote to their organizations are all affecting our

daily lives. CPS is but one of many organizations struggling to keep pace with changes.

Meanwhile, alas, membership in CPS has been on the decline. In 2007, only 79 percent of a possible 28,836 members have renewed their CPS membership, which represents a loss of 7,039 members in one year.

At the same time many squadrons today are having difficulty in forming a bridge.

The above is from a ProMoto article published fifteen years ago in the summer of 2007 written by then National Executive Officer (later chief) Harry Cole, SN. It's a snapshot, in Cole's words, of what was happening fifteen years ago.

The governing board at the time took action. It implemented free first-year membership for boating course graduates to help and encourage squadrons to recruit graduating students as members. In addition, it improved the awards for new Life Members in the form of Longevity Pins.

*Plus ça change, plus c'est la même chose. **

More than 15 years later, we still live in a world affected by strife. We have a much more active and predominant social media scene than we did in 2007. Think Facebook, Teams and Zoom. But what is different in 2022 and what are we doing about it?

Some obvious changes have resulted due to the world we

live in. The SARS CoV-2, or COVID-19, pandemic changed everything. For the last two years, we have struggled through life - living like hermits, accepting needles in our arms, wearing masks and social distancing. Our National Office staff have been working from home and squadrons have had to adjust to teaching online and cancelling, or not arranging, social events.

We are now slowly waking from the nightmare and we have to adjust to the new reality, the new normal, because things are not going back to the way they were. We hope to have National Office staff working in the office very shortly in compliance with the Province of Ontario regulations.

Our main sources of revenue remain course sales and membership dues. We are adding to that by increasing our portfolio of online courses, one of which will be a stand-alone self-study PCOC course.

As we emerge from a long, dark tunnel, our squadrons must adapt. They must start to again fulfil our charitable duties – teaching safe boating and navigation techniques – in-class or online.

Our new National Finance Officer Nigel Stafford has stated his intention to implement more stringent cost control measures in the upcoming budget.

Our new Business Plan Committee, after meeting weekly for six months, came up with a list of improvements to both the new IT System and to the national office.

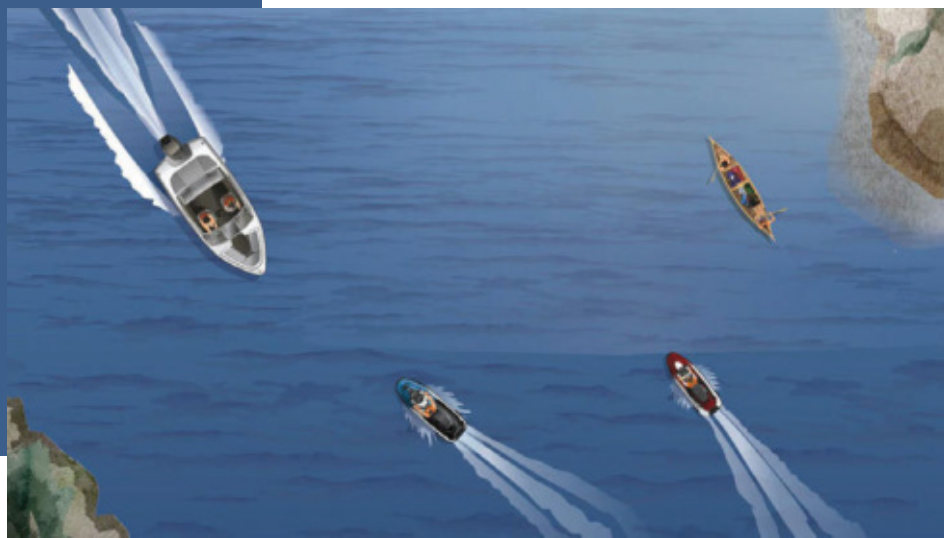
The committee sent a letter to all squadrons and districts requesting contributions to pay for these improvements. We have been amazed at the response. We have well more than \$200,000 in the Special Projects Fund, including \$100,000 from the Canadian Power Squadron Foundation. The plan is to get quotations for the most urgent projects. Before spending any of this money, we will get approval for each project from ExCom and the Board.

I wish each of you a busy and enjoyable boating summer.

**The more things change, the more they stay the same. ■*

AIS: A POWERFUL COLLISION TOOL FOR BOATERS

- by Brian Reis, National Education Officer, CPS-ECP



There is nothing on a bright and warm summer day that beats time on the water in the family boat, be it for a casual spin around the bay, a week's extended cruise on one of the Great Lakes or a visit to an unexplored location along one of Canada's beautiful ocean coasts.

Sometimes though, such carefree outings are marred by misfortune, possibly with tragic consequences.

Every year on North American waters, there are close to 5,000 collisions involving pleasure craft: collisions with other boats, and collisions with fixed objects such as docks, fixed or floating navigational aids, and rock outcroppings. These collisions cause hundreds of deaths, thousands of injuries and millions of dollars in property damage. How can we prevent this?

Boating safety organizations, such as Canadian Power and Sail Squadrons, and The Canadian Safe Boating Council, have education and awareness programs in place that go a long way towards reducing these tragedies. There are also modern electronic tools that are a great help as well.

Every boat is equipped with at least one perfectly good collision avoidance 'system' comprised of an alert mind, keen eyes and a good pair of ears. However, that doesn't always work as the 'system' may be distracted by conversation, or impaired by alcohol, drugs, fatigue or stress. Fortunately, the electronic equipment industry has developed a number of relatively

low-cost devices that put navigation, collision-avoidance, radio communications and other important safety-related aids into the hands of recreational boaters.

Admittedly, most of these tools were originally developed for use on larger cargo and passenger vessels but equipment manufacturers have taken pleasure boaters' needs into consideration. One of these tools is the AIS, or Automatic Identification System.

The AIS transponder is a transceiver that operates on the same part of the radio frequency spectrum as a Very High Frequency (VHF) marine radio. Transponders work autonomously; that is, as long as the power switch is on, they do their job all by themselves, even when at anchor. At timed intervals, they transmit two data packages that contain the same information about your vessel as you may have programmed into your VHF/DSC radio, if you have one – and you should.

The data packages are identified by the same Maritime Mobile Safety Identity (MMSI) that was programmed into your VHF radio. At the heart of the unit is a GPS that supplies your vessel's positioning information as a part of that data. Other AIS-equipped vessels in your area receive that information and, as their AIS transponders are also transmitting data packages, your unit receives their information that is displayed on the screen of your unit. More on that in a moment.

AIS transponders come in two classes: Class A and Class B. Class A units are mandated by the International Maritime Organization (IMO) for most large commercial vessels. Class A transponders transmit at 12.5 watts output and have a number of other features that are necessary given the size of ships they are installed on. Class A data packages contain more information and are transmitted at more frequent intervals than Class B units.

Class A transponders cost more than Class B transponders but many pleasure boat operators who do most of their boating in areas of high-density commercial ship traffic, and often in conditions of restricted visibility, will opt to purchase a Class A unit.

Class B transponders are perfectly suited for most recreational boaters. Compared to the Class A's transmitter output of 12.5 watts, the Class B operates at 2 watts, giving it a range of around eight miles. The static data package is transmitted by the Class B transponder every six minutes, and contains the MMSI, the vessel's name, radio call sign if any, vessel type, beam and length.

The Class B dynamic data package is transmitted every 30 seconds if the vessel is travelling at more than two knots and every three minutes if travelling at less than 2 knots. It contains the MMSI, Course Over Ground (COG) related to True North, Speed Over Ground (SOG) and the vessel's position. The data is processed by the transponder and, when the boat operator switches from one display to another, he/she sees this data as information he/she can use to make the decisions that will avoid collision.

All AIS-equipped vessels within range are shown as boat-shaped icons. The operator can highlight any vessel of interest, and will see the vessel's name or MMSI, its bearing, speed, direction of travel, Closest Point of Approach (CPA) and Time of Closest Point of Approach (TCPA).

It's possible that it's not necessary for you to purchase a complete AIS transponder. For instance, if you do your boating in an area where there is not much large ship traffic, or a complete transponder simply doesn't fit your budget, there are low cost options. Stand-alone single or dual channel Class B receivers are available. Maybe you don't yet have a VHF/DSC marine radio, or you need to upgrade your current radio. Many manufacturers produce VHF radios with an integrated Class B AIS receiver that will fit your needs perfectly. Talk to other boaters and talk to your dealer as well.

There are a couple of other things to consider if you are using a receive-only AIS unit. Keep in mind that you will "see" any other vessel out there that is fully AIS equipped but they won't "see" you because you are not transmitting a data package. Another thing is many pleasure boats are not yet AIS equipped, so remember that collision-avoidance 'system' I mentioned every boat is already equipped with: eyes, ears and an attentive mind.

One very important consideration is the antenna system. The best AIS transponder in the world won't work to its maximum efficiency if it's hooked up to an improper or poorly maintained antenna system.

An AIS system actually requires two antennas: one specialized antenna for the GPS and another for the transmitter-receiver itself. Antenna systems are designed for the frequency the equipment operates at. You can't just hook up any piece of wire to your equipment and expect it to work.

As your AIS transponder and your VHF radio operate in the same part of the radio frequency, you have a choice. You can use two separate antennas or you can buy a special signal splitter and use a single antenna. Do not try to use a Y connector or some homemade splitter. Talk to your dealer and purchase a proper good quality splitter.

If you use two separate antennas, make sure they are spaced apart by at least two metres. Ideally, your VHF radio antenna should be placed as high as you can get it, and not anywhere close to where a crew member/passenger might be. That's not quite as critical with the AIS antenna but it should be placed in a clear location. The 50-ohm coaxial transmission cable between the antenna and your AIS unit, as well as the screw-on connectors, are also an important part of your antenna system. Keep them clean of any oxidation. If you have to run more than 20 feet between the unit and the antenna, use low-loss cable.

If you don't have experience working with electronic equipment, I would suggest having a professional, or at least someone with the knowledge, do the work. ■





BAYS AND ISLANDS WORLD ROWING TOUR A GO FOR THIS SEPTEMBER

World Rowing and Ontario Adventure Rowing eagerly anticipate welcoming 50 international long distance adventure rowers to row on the beautiful waters of South Eastern Ontario.



fitness activity for people of all ages and experience levels.

The flagship event of its Rowing For All mission is a week long tour, organized in a different country each year. Bays and Islands will be the third World Rowing tour hosted by Canada, and the first in Southeastern Ontario. The tour is organized by Ontario Adventure Rowing (OAR) and supported by Rowing Canada Aviron (RCA).

From September 10 to 18, 2022, the Bays and Islands World Rowing Tour will see crews of rowers, sculling from Brighton to Mallorytown over the course of a week, experience the beauty of the Bay of Quinte and the 1000 Islands.

World Rowing, the international governing body for the sport of rowing, supports Rowing For All – the premise that rowing is an accessible touring, recreation and

Participants will enjoy breathtaking views from the water in addition to many opportunities to experience this beautiful region and all that it has to offer - from waterfront vistas, beaches and wineries to the cultural



heritage as featured recently in Vogue and Condé Nast Traveler magazines.

Waterfront festivals held along the way will bring together rowers and spectators while showcasing and celebrating Ontario's waterways and water sports. The rowers will be in coxed quads: boats with four people sculling with two oars each and one person steering.

The opening ceremonies will be held on September 10 in Belleville, Ontario. Rowing will commence September 11 with September 17 being the last day on the water, followed by a closing ceremony held that evening in Kingston, Ontario.

The Bays and Islands tour will be run by volunteers, mainly members from OAR and rowing/water sport clubs along the route.

"Our members are so excited to welcome rowers from around the world for this tour," says Peter Jepson of OAR.

"We expect this tour will elevate the international profile of our region for sport tourism, and will showcase the Bay of Quinte and the 1000 Islands as a great place

for recreation, for young and old alike."

Back in September 2021, the first major event leading up to the 2022 Bays and Islands tour was held. Rowers from clubs across Ontario and Canada came to South-eastern Ontario to participate in the tour's dry run.

From September 7 to 11, 26 rowers in five boats travelled from Weller's Bay to Gananoque, with stops in Brighton, Trenton, Belleville, Hay Bay, and Kingston. The photos accompanying this article, taken by Justen Soule, were shot during that event.

To learn more about the Bays and Islands World Rowing Tour, visit <https://worldrowingtour2022.ca>

To learn more about OAR, visit <https://adventurerowing.ca> or email: worldrowingtour2022@gmail.com for more information.



TORONTO WELCOMES THE WORLD...AND THAT INCLUDES YOU!

- by the CPS-ECP Conference Committee



We are planning the first in-person CPS-ECP AGM and National Conference in two years and hoping, with our combined fingers crossed, that it will indeed happen.

The venue for the fall 2022 event is the Sheraton Centre Hotel in the heart of downtown Toronto, and the dates to mark on your calendar are October 24 to 29.

York West District, along with the York East and Quinte districts, are hosting the event. All are working hard to make this something to remember.

The discounted rate at the hotel is \$229 plus taxes per night if booked before July 26. After that date until October 3, the rate will be \$249 plus taxes per night. Visit <https://www.cps-ecp.ca/events/cps-ecp-national-conference-2022/> for more details.

Toronto has so much to offer, being located on the shores of Lake Ontario with its many waterfront attractions. There's also a very vibrant arts and entertainment scene with many venues within walking distance of the hotel.

Tours offered at all our conferences are a highlight for attendees. This year, due to the restrictions of the Covid-19 pandemic, it has been difficult to research and plan these. There has been a reluctance to commit pricing and availability due to the uncertainty faced by the many operators. We hope this will resolve itself within the next few months.

Among the many Toronto sites of interest are Ripley's Aquarium of Canada, the Steam Whistle Brewery, Casa Loma, the Ontario Science Centre and The Distillery District, to name but a few. You won't be disappointed over the list of things to see and do during your stay, and perhaps for a few days afterwards.

Our theme of Toronto Welcomes The World will be celebrated on the Friday evening of the conference (October 28). This is the fun event of the week, away from all our meetings and the serious business of the organization.

Dress for the evening is whatever ethnic area your family comes from, or a costume from somewhere you wished they did. Prizes in different categories will be offered.

We are also working with the hotel chef to provide us with a buffet menu of culinary items from around the world, and we will be entertained with music and dance celebrating the performers' home countries. Come prepared, and dressed, for a great evening of fun and fellowship.

Toronto, along with our three host districts, is waiting for you. We look forward to again seeing you in person. ■

WHAT'S OLD IS NEW AGAIN: CPS-ECP EDUCATION MEETINGS HELD IN PERSON AND IT WAS WONDERFUL

- by the CPS-ECP Education Committee

Over the past two years, the CPS-ECP Education Department held its annual spring meetings online. But with restrictions being eased and many others lifted, and COVID-19 infection numbers decreasing, it was decided to hold this year's spring meetings in person. Simply put, it was time.

This was the first national CPS-ECP gathering held in person since the pandemic's advent. To accommodate those not able to travel to Toronto for the March 25 to 27 weekend, there was the option to join online through Teams.

What a successful weekend it was! Some 25 officers and members attended in person and another 30 participated online. You could see the smiles behind the masks – everyone was so very happy to be together. And being in person, it was more productive as small groups or pairs met before and after the meetings, and discussions were held over coffee and meals. The hybrid-meeting format worked very well, allowing all members to feel part of the group and contribute equally.

Course and committee chairs provided updates on the changes to, and the status of, courses. Exciting things are happening. More courses are being developed for the Moodle platform. A new B2 course and the new weather course with four modules are up and running as self-study courses.

In addition, Electronic Navigation material for all courses is being updated to ensure there are no overlaps and all relevant material is up to date. Offshore Navigation is now reliant on electronic navigation and Celestial Navigation is the sextant course. Sailing is being split into two parts to better engage the boater in simpler terms. Much-needed training of Instructors on how to teach, and the training of Officers on how to use the tools available to them, including technology, is coming. District Education Officers shared successes and challenges. Many great ideas were presented such as localized seminars and the sharing of free seminars with other districts. Many squadrons and districts share resources to solve instructor and student shortages. Social media platforms, particularly Facebook, have proven to be an excellent marketing tool.

Online looks to be a big part of the future for courses and meetings. Issues and action points have been identified, and a follow-up system has been established to ensure these are resolved soon and as best as possible.

More great things are on the horizon for the Education Department, CPS-ECP members and the boating public.

Business was put aside Saturday evening for a series of enlightening and inspirational presentations.

Bill McManimen, the NEO of America's Boating Club (USPS), provided an update on their course offerings and online learning models.

Don Cavers reviewed the series of unfortunate events that led him to surviving for six days in the Caribbean Sea with just one jug of water, a package of Nachos, crackers and a few tiny fish.

Dr. Audrey Giles, an Applied Cultural Anthropologist with the School of Human Kinetics at the University of Ottawa, related her experiences in Far North communities, specifically as that relates to Indigenous residents taking the PCOC, and how that certification must be adapted to reflect their particular needs and challenges.

And Rob Stokes of the North Shore Squadron explained how the squadron is successfully offering a hybrid class with 21 students in-person and 21 students online.

More squadrons are now offering courses in-class, online or as self-study courses. The future looks brighter. Squadrons are encouraged to continue to offer courses and seminars as the number of new boaters continues to grow as does, unfortunately, the number of boating accidents and fatalities. There is a need, more now than ever, for training boaters on boating safety. Let's do it! ■