

THE PORTHOLE

OCTOBER 2022

IN THIS ISSUE

WINDSHIFTS	21
VANTAGE POINT	22
TORONTO AGM	31

**MEMBER
ADVENTURES:
"THIS LAND IS
BERT'S LAND"
27-29**

**FUELISH PLEASURES 25-26
REMEMBERING GHISLAIN ARSENAULT 30**

The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance

Send your photos to: theporthole@cps-ecp.ca

Cover image by Ahmet Kurt





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



An organization – any organization, really – is only as good as the people involved.

You can have all the technology, systems and bells ‘n’ whistles in place but, when all is said and done, the passion of those who make it all work will be the determining factor, the difference maker, in any success met.

Since the birth of CPS-ECP in 1938, when Fred Dane, George Ruel and G. William Bowman came together to form the Windsor Squadron, our organization has seen countless members gift their time and extraordinary talents to the betterment of their squadrons, their respective communities and to our national mission.

While this is not new, every now and then we’re introduced to a member who has taken his or her commitment to the cause to a whole other level. In this issue of The Port Hole, we bring you two individuals who have left an indelible footprint on the furtherance of on-water safety.

Before I laid eyes on the commendation that was read before John Gullick’s acceptance of the 2021 Volunteer of the Year Award from the Canadian Safe Boating Council, I truly thought I was the busiest guy on the face of this earth. Truth is, I can’t hold a candle to this guy and, I’m guessing, neither can most of you. Now I’m left with one burning question: When does John sleep?

John’s commendation, printed in full in this edition, is as impressive as they come; a resumé brimming with voluntarism aimed at ensuring thousands – yes, thousands and then some – have stayed safe on the water, whatever their activity. His commitment to that one objective is truly off the charts. That leads me to one more question: What took the CSBC so long to bestow this honour on John? Don’t get me wrong. It’s wonderful that

it has recognized him but it was clearly long overdue.

With COVID and all, I’ve had the pleasure of meeting John but once. Although our encounter was brief, I was struck by two things, First, he’s all business when it comes to water safety and, second, well, he’s all business when it comes to water safety. In doing so, he’s as grand a CPS-ECP ambassador as there is. We’re lucky for his affiliation.

Then there’s Ghislain Arsenault, a tribute to whom is also in this edition. A member of the Trois-Rivières Squadron since 1979, Ghislain recently passed but his legacy remains assured.

Squadron commander, district commander, CPS-ECP board director, Canadian Power Squadrons Foundation director, assistant National Training Officer...the list goes on and on and on to the tune of 43 Merit Marks accumulated. A teacher by profession, Ghislain’s tireless work furthering CPS-ECP education efforts is unmatched. I commend his squadron for bringing to our collective attention the contributions Ghislain made. That they did so speaks volumes as to not only the key roles he fulfilled but also the fact that he is, and will continue to be, dearly missed.

It’s good to be reminded that we share our CPS-ECP affiliation with such people. These are but two examples. There are so many others. But more than that, it’s important that we be inspired by their dedication. Why? Because it makes us feel good about our membership. After all, would John and Ghislain have given all that time and effort if CPS-ECP, and its mandate, wasn’t worth their full attention? I think not.

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 ■



Canadian Power and Sail Squadrons

Published by Authority of the Board of Directors

Editor-in-Chief Paul Rellinger

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

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



NEWS AND VIEWS FROM THE CHIEF COMMANDER'S DESK

- by Peter Bolton, Chief Commander, CPS-ECP



CPS-ECP Chief Commander Peter Bolton

Face-to-Face

At long last we have started meeting in person. The education department held its annual spring meeting in Toronto in late March, followed a week later by the ExCom and board meetings. We are now looking forward to the AGM in downtown Toronto in October.

Members of my squadron (Cape Lazo) attended the Victoria Conference in 2019. It was a short 2 1/2 hour drive from our valley - no airports, security, long lineups or pain involved. One of the things they observed was the amazing number of like-minded boaters they met from all over the country.

Online Zoom and Teams meetings are good and have their place but they can't replace a handshake or a discussion in the bar. We look forward to seeing you in Toronto in October.

Bert's In, Gaurav's Out

Bert's Journey Across Canada By Canoe (www.kainani.ca) is well on its way.

As of this writing, Gabriola Squadron's Bert terHart more than halfway through his epic 7,000-kilometre portage, paddling and hoofing it (dragging his canoe behind him).

Bert left Steveston, BC on April 1 and has since traversed Indigenous routes using a map, a compass and a sextant - no GPS. He has passed Kelowna, Vernon, Edmonton, Saskatoon, Prince Albert, Nipawin, The Pas, Portage la Prairie and Winnipeg. Now it's onward via the north shore of Lake Superior to Ottawa and Montreal before finishing in New Brunswick.

Unfortunately, London Squadron's Gaurav Shinde has had to pull out of the 2022 Golden Globe Race

Gaurav was among 18 starters in the one class non-stop race of boats with full length keels (32 to 36 feet and designed before 1988) with stern rudders but a dislocated shoulder, sustained in a slip and fall, has forced him to withdraw from the 3,500 mile Atlantic crossing scheduled to start September 4 in France.

I can only imagine how disappointed Gaurav must be after so much preparation for the event. Join me in saluting him for the effort. Bet on Gaurav being back out on the water soon enough.

Since The Last AGM...

Martin Gangnier has come, made a big difference and is nearly gone. He is gone as our NOD but is staying with us as a member. He will continue to participate as a volunteer and advisor.

Just before last year's AGM, we asked the squadrons and districts if they could make contributions to the Special Projects Fund. The response left us astonished and grateful. We now have more than \$250,000 in the fund. Many thanks to the contributing squadron and districts, and especially the CPS Foundation. As a result of the support, a number of important projects are getting the attention they deserve.

The BCM online PCOC project is moving forward slowly. A Letter of Intent has been signed by CPS-ECP and BCM, and we are working on the Master Service Agreement (the contract) and the Statement of Work. Also in progress is discussing with Innovexa how to construct data links so that student information can be securely passed from their online system to the CPS-ECP database that we currently use.

We get many comments from squadrons that only teach in the classroom. They are totally averse to teaching online, for whatever reason. But one of the PMD Squadrons, North Shore, has demonstrated that it is possible to hold a classroom course (or seminar) and, at the same time, feed the classroom content to an online audience. This is surely the best of both worlds. It's great to see the new technologies being adapted in ways that work for all of us.

We're All Ears

As we look ahead to the 2022 AGM in Toronto, we will be welcoming five new directors to the board. Board members' names - both current and new - will appear in the Notice of AGM. This will be sent shortly to all members.

We get the sharp edge of members' tongues from time to time, particularly over a perceived lack of communication. Communication goes both ways. If members have anything of concern to tell us, please do so (politely) by email or by passing on the information via your Squadron Commander, District Commander or one of the directors. They may be able to record your comments or even answer your problem directly but they certainly will know who to forward the information to. ■

IN PRAISE OF JOHN GULLICK - CASBA VOLUNTEER OF THE YEAR



On Saturday, May 28, 2022 at the Toronto Airport Marriott Hotel, the 23rd annual CASBA Awards were presented.

The awards recognize the efforts of the public, volunteers, professionals, agencies and organizations who have distinguished themselves in the fields of boating safety and environmental stewardship. Winners are selected in a number of categories. What makes the CASBA Awards so very special is that the winners are chosen based on nominations provided by boating enthusiasts...just like you.

Prior to the 2021 CASBA Volunteer of the Year Award being presented to **John Gullick**, the following commendation was read, leaving absolutely no doubt that the perfect choice for the award was made.

Mal Blann, past CPS-ECP Chief Commander and CSBC director Although this award is for Volunteer of the Year, we first want to quickly touch on John's professional side.

John is a well-known senior manager with more than 40 years of experience in the not-for-profit and boating education fields. And, especially dear to us, John has been Manager of Government and Special Programs with Canadian Power and Sail Squadrons since 1999 until his retirement in July 2021 as Manager of Government Programs.

John managed the Pleasure Craft Operator Card and the

Restricted Operator Certificate programs provided through 150 squadrons, 400 independent recognized providers/examiners, and a number of provincial partner organizations.

You might think this would be enough but, no, this is just where John begins.

On the volunteer side of CPS-ECP, John has been active at the squadron level since becoming a member in 1988, filling a variety of roles including commander of the Peterborough squadron, and at the district level, his roles including administration officer and membership officer among many others.

John has been the go-to guy for boating safety and regulation information and, to date, he has amassed 32 Merit Marks, which is the annual payment for volunteer CPS-ECP service.

Joe Gatfield, CSBC chair and past CPS-ECP Chief Commander Many of us know John best for his time with the Canadian Safe Boating Council (CSBC).

John has been a passionate and dedicated volunteer with the CSBC since 1999 and has served in several different capacities, including chair.

We are all aware that the demands of serving as CSBC chair

are significant and, because of that, the normal tenure is two years. John demonstrated his commitment to the organization by serving for four years, which was necessary to allow for a smooth management transition.

As CSBC chair, John brought a special kind of leadership with clear direction, action orientation, nurturing of the many kinds of knowledge, skills and efforts that others can contribute, good judgment, and a respectful and inclusive approach with volunteers, stakeholders and partners.

Since his term as chair, John continues to be a superb public face of the CSBC but not just a promotional face. Over the years, John has developed a reputation based on his knowledge, straightforwardness and integrity.

John led the CSBC team that appeared before the House of Commons Standing Committee on Justice and Human Rights in their consideration of changes to the Criminal Code that would have affected boating safety, not only for the good of boating but also to raise the profile and public credibility of the CSBC.

But wait, there's more. A lot more.

John has served as a member of more than 45 community volunteer boards, many as chair, as an executive member or in a key safety role.

John is a past chair, race director, and safety and security chair of the Peterborough Dragon Boat Festival that is now in its 15th year and considered to be one of the world's largest single day community events of its kind. On a side note, there has never been a safety-related incident.

John has been co-chair of the Canadian Marine Advisory Council (CMAC) Recreational Boating Standing Committee since 2007.

John's active involvement with the Trent-Severn Antique and Classic Boat Association has included writing several articles for its publications on safety.

John is involved with, and provides safety oversight for, Survivors Abreast of Peterborough, a team of breast cancer survivors who race their dragon boats on Little Lake in Peterborough.

John has maintained safe operations for the Peterborough Rotary Club for its water-launched Victoria Day and Canada Day firework displays.

John has maintained safety for the annual Head of the Trent sculling races that sees universities from across Ontario come to Peterborough to compete.

The list goes on but I am sure you are picking up on the theme that Mal and I are presenting.

Mal Blann, past CPS-ECP Chief Commander and CSBC director In addition to all we have mentioned, John is consistently making himself available for presentations, including hosting CSBC Safe Boating Awareness Week launches, participating in Life Jacket Day on Parliament Hill in 2018 and 2019, presenting safety seminars at boat shows across Canada, and as a regular presenter at the International Boating and Water Safety Summit.

After the awards, you might want to ask John about wearing an inflatable lifejacket with a visible pull string through the lobby of a hotel when the vice-president of the United States was in the house at the same time.

On the theme of ask John, since 2005 he has authored a column featured in the CPS-ECP member publication *The Porthole* titled *Just Ask John* through which he shares all sorts of safety information, eventually having expanded it to the CPS-ECP YouTube Channel.

It is hard to sum up John's contribution to boating safety in these few minutes but he is certainly one who doesn't just talk the talk. Rather John walks the walk every day when it comes to the promotion of safe and responsible boating. ■

Submit your adventures and high-resolution photos to theporthole@cps-ecp.ca

Remaining deadlines for articles and photo submissions for 2022

December Issue – Deadline September 15

February Issue – Deadline October 15

Follow CPS-ECP on the social channels below to stay informed about our exciting offers and courses!



@CPSboat



/CPSboat



@CPSboat

1-888-CPS-BOAT

www.boatingcourses.ca





FUELISH PLEASURES: BOLDLY GO IS GOING, FUEL COSTS BE DAMNED

– by Jeff Evans, Sarnia Power and Sail Squadron

It is Wednesday, July 14 and Boldly Go is at anchor off East Sampson Island in McGregor Bay.

Cecily and our guest Lori are hiking a local trail while Jasper (the dog) and I hang out on the boat. Having left Goderich on June 29, our 2022 cruise is well underway.

In the past two years, we successfully managed our boating adventures under COVID restrictions. In 2020, we cruised the North Channel for three weeks with a well-stocked boat, anchoring each night to limit visits to shore. Then, in 2021, we cruised from Goderich to Ottawa and back via Lake Huron, Georgian Bay, and the Trent and Rideau canals, staying at anchorages or lock moorings along the way, again limiting our trips into towns for provisions only.

This spring, Cecily and I were considering our summer cruising options based on current events. Pandemic risks and restrictions looked to be easing, simplifying our cruising plans, but one major new obstacle lay in our path: fuel. The price of fuel had doubled from what we paid last season, and with two large Caterpillar diesels propelling Boldly Go, future cruising would be impacted.

While American boaters could cruise once again in Canada, there were many discussions on social media whether people would travel on their boats this year and how busy the waterways would be given fuel prices. Marinas and boating

destinations were also struggling to plan their staffing and services due to unknown demand.

Cecily and I briefly considered cancelling our summer cruise. That would be a first as we have holidayed on the Great Lakes every summer for more than three decades. Rather than cancel, we elected to rethink our planning with the following new objectives.

SLOW DOWN

First and foremost, we decided to run the boat slower on open water.

The fuel flow monitors on Boldly Go became an essential tool. Long runs, like Goderich to Tobermory (93 nautical miles), typically consumed 637 litres (I hear the sailors chuckling) at 16 knots and would take 6 hours. If we were to reduce our speed to 8 knots, our fuel consumption would reduce to 307 litres but our cruising time would double. Assuming marina diesel fuel being at \$2.50 per litre, that is a savings of approximately \$825.

In the past, we would run at 16 knots to shorten long off-shore runs. Our dog could last six hours between shore visits but 12 hours was unfair. As well, to run slower to Tobermory, we would have to find a weather window of 12 hours rather than six. That increased departure complexity.



In response, we elected to add a stop underway rather than our typical straight run to Tobermory. We selected two possible harbours - Kincardine and Port Elgin - where the dog could have a bio-break. Should we not have a 12-hour weather window, we could stay the night(s) at our stop and push on later in better conditions. Even with paying for a transient slip, the savings were still substantial.

SEQUENTIAL DESTINATIONS

We planned our seven-week cruise with an eye toward sequential runs to adjacent destinations rather than bouncing all over the North Channel and Georgian Bay.

Although we love southern Georgian Bay, we elected to limit our range spanning Gore Bay in the west to Britt in the east, which still provided an abundance of excellent anchorages.

LIMIT PORTS

Finally, we thoroughly enjoy having friends and family join us for a few days and this year is no exception. We currently have four sets of guests scheduled and expect more.

In the past, we would run the boat to a port that was convenient for our guests. As the cost to drive their car is far less than moving the boat, we limited ourselves to two ports - Killarney and Little Current - that we would pick up and drop off guests. Having the two ports in easy distance of each other, we then planned multiple anchorages in those general areas that would maximize time on the hook while reducing fuel consumption. A little inconvenience for our guests greatly improved our ability to plan and budget.

This week, we will be provisioning in Little Current, then running to Killarney to pick up our first guest. From there, it's off to McGregor Bay and one of our favourite anchorages off East Sampson Island. As well, I'm sure a trip up Baie Fine to The Pool will occur with a hike to Lake Topaz, finally anchoring in Mary Ann Cove. The balance of the week will take in a variety of anchorages in the region.

We named our boat Boldly Go as she was meant to be out on the water not tied to a dock. I expect you also want to be out there rather than marina bound. Some well thought out strategies to modify your cruising expectations will allow

you to continue to explore Canada's waterways in amongst issues such as rising fuel costs.

Now, some comments regarding fuel efficiency and speed. Installing fuel flow meters on your boat is guaranteed to save you money. Without flow meters, you are guessing at your consumption rate.

Many boats find their best fuel economy on plane. After installing flow meters, a friend's 31-foot cruisers actually got the best economy at 23 knots. Although designed as a planing hull, our 46-foot Sea Ray does not properly plane and fuel economy only worsens the faster we go.

As well, the difference of a couple of knots can make all the difference. In sea trials, Boldly Go will consume 3.2 litres/mile at 8.2 knots (1,400 RPM). If we increase our speed to 10 knots (1,800 RPM), our consumption jumps to 5.5 litres/mile. A displacement (non-planing) hull's efficiency is impacted by its waterline length. Typically, the longer the waterline, the greater the hull speed and efficient cruising speed. Running at 8 knots, Boldly Go is acting as a displacement hull and, at 46 feet in length, the fuel economy is quite reasonable. The 31-foot cruisers I referenced earlier had some of its worst fuel economy at 8 knots given the shorter waterline.

Two weeks into our cruise, part of my daily log is to record distance traveled and fuel consumed. As of this writing, we have traveled approximately 320 nautical miles and consumed just more than 1,000 litres of diesel, which matches our sea trial data from the spring. We still have enough fuel on board to complete our summer exploring the various anchorages of the North Channel. In mid-August, we will take on enough fuel for the return run from Killarney to Goderich - approximately 150 nautical miles.

If this subject interests you, read more about planing versus displacement hulls, and the impact of your boat's waterline length on hull speed. Also take a CPS-ECP course that reviews hull designs and their efficiency underway. Finally, consider installing fuel flow meters on your boat. Your boat's fuel efficiency will greatly improve as you modify your cruising habits.

See you on the water! ■

THIS LAND IS BERT'S LAND, BY FOOT AND CANOE

Bert terHart of the Gabriola Island Power and Sail Squadron has undertaken the ultimate adventure.

On April 1, Bert departed from where the Simon Fraser River meets the Salish Sea in British Columbia. Ahead lay a 7,200-kilometre portage to Dalhousie, New Brunswick – a journey comprised of the same routes that First Nations people used to traverse vast tracts of land and, later, guide Canada's greatest mapmakers and cartographers.

In retracing the 1791-92 footsteps and canoe wakes of Alexander MacKenzie, Bert is using the same navigational tools MacKenzie used - compass, sextant, watch and tables, just as he used on his recent solo circumnavigation of the globe.

Featured here are images taken during Bert's journey up until early July near Winnipeg. More images can be found, along with his blog *Across Alone* and a real-time map of his progress, at www.kainani.ca



March 29 And So It Begins - Looming over the bow of the canoe to the east, I cannot feel but chock full of contradictions. A very small boat needing to go a very large distance. A tiny patch of open water separating me from a continent. A single human being in a vast world. In a fit of enthusiasm, I coined the phrase One Man – One Canoe – One Country. Now, less than two days from my planned departure on the first of April, it seems much more like One Man – One Canoe – One Very Bad Idea.



April 6 Making Tracks - In canoe-speak, tracking isn't exactly what springs to mind if one is indeed making tracks. Tracking implies walking upstream dragging the canoe behind, dragging being the operative word. I am reduced to ping-ponging between river banks as the current is generally too strong to paddle against. I can make some progress stapled to the bank out of the stronger currents less than a boat length from the bank. It is progress but brutal work and painfully slow. When all else fails, we make tracks.



April 7 Where Rubber Meets The Road - Meet Karta, my trusty two-wheel steed. This contraption is what I'm using to pull/drag/yank the canoe behind me as I walk most of the roughly 600 kilometres of portaging I must do. I've made some modifications to the thing to support the weight of the loaded canoe. It also collapses into a heap and fits into a smallish bag. Sadly, it weighs 20 pounds, not including the fancy harness.



April 10 Sunshine Valley To Cayuse Flats - Left. Right. Left. Right. Head down, feet forward. Just keeping moving one step at a time. Count to 100. Repeat. Wind. Snow. Sleet. Repeat. 24 kilometres up and down. But mostly up for 24 kilometres. Left. Right. Left. Right. .



April 17 Legacy - Embedded in the concrete at Yellow Lake, the summit of the pass between the Similkameen and Okanagan valleys, this innocuous bronze marker is a survey monument. This, and the thousands upon thousands scattered across all of Canada are, in fact, part and parcel of David Thompson's legacy. Thompson is arguably the greatest land surveyor that ever lived. His cartographic legacy is a very close second.



May 4 A Long Walk Home - Leaving the campsite adjacent to the TransCanada above Kinbasket Lake Lodge, the highway stretched off into the distance, disappearing around a wooded bend framed by the Purcell Range. The next time Kai Nani would be in the water would be on the other side of the continent in the North Saskatchewan River. While planning this trip, this place and this moment, I knew would be the start of an entirely new aspect of my adventure.



May 13 Courier de Bro - My brother Jan and I will be hanging a right near Lake Winnipeg, headed south for Portage la Prairie. When he got wind of my plans to paddle across Canada, he signed on for the stretch down the Saskatchewan. If you ask him, he'll say he is here for comedic relief and to make sure I eat something other than oatmeal. I say he's here because he loves the lakes, rivers and land like no one else I know. I didn't coin the phrase but it fits perfectly. We are, for the next precious few weeks at least, Courier de Bro.



May 26 Rewards - Living out of a canoe necessitates a simple existence. The rewards of such an existence, however, are not easily measured by any earthly standard. The birds singing you to sleep at night, the coyotes waking you in the morning. The terns endless antics, the ducks and geese hurrying you away from their babies. And the sunsets. From whose brush and what palette did this spring? And for what other soul, besides my own, whose curiosity has told them to look up and outside.



June 13 PA Push - Leaving Cecil Ferry, I figured a bit of a push would land us in Prince Albert in a day. We set our sights on Peter Pond Point, put our heads down and put in the first of what would be 10,000 plus strokes. Yup. 10,000 plus. Actually, that number is an underestimate but anything bigger would have you calling me a liar or worse.



July 2 Bert vs Bear - This was my campsite July 2. I was lucky to find one as I was exhausted and worried about the storm cells building in the western horizon. I figured an early start the next morning and a bit of luck would land me at Meadow Portage, the thousand year trail between lakes Winnipegosis and Manitoba. Try as I might, I could never do better than two hours between wake up and getting on the water. Turns out all I needed was a little motivation and I can assure that nothing motivates like a bear paw coming through the tent. ■

REMEMBERING GHISLAIN ARSENAULT, SN (1944-2022) – by Yves Lavallière, Trois-Rivières Squadron



Ghislain Arsenault became a CPS-ECP member in 1979 and immediately became involved as a volunteer.

It was with heart and passion that Ghislain participated in the success of CPS-ECP at all levels, accumulating 43 Merit Marks over the years and, as career teacher, was active in teaching various courses.

Ghislain was involved from the very first year as a member of the bridge of Trois-Rivières Squadron; he became its Commander, and then Commander of Cartier District where his leadership abilities were most evident and his innovative actions were crowned with success.

Ghislain has been involved in the translation of several courses, and has served as chair of the French Editorial Review Committee and the Curriculum Committee. He was a senior aide to several chief commanders, and became a member of the CPS-ECP board of directors and, later, assistant National Training Officer.

Ghislain was also a director with the Canadian Power Squadrons Foundation for 15 years. In addition to his involvement with CPS-ECP, he was also active with the Canadian Coast Guard Auxiliary and Archery Canada.

Family was of great importance to Ghislain. We offer our most sincere condolences to his wife Jeannine, their children Éline, Michèle and François, other members of his family, and all his friends.

Thank you, Ghislain, for showing us the way. Your memory will remain with us forever. ■

OUT OF THE GALLEY AND INTO THE GALLERY



Reserve your spot today at this link
<https://www.cps-ecp.ca/events/cps-ecp-national-conference-2022/>



Toronto, our host city for the 2022 AGM and Conference, is culture rich. Beyond the food, neighbourhoods, markets and major attractions, there is a wealth of galleries and museums for you to explore. Many are a short walk or cab ride from our hotel.

A little further from the hotel, but still a relatively short cab ride, is Yorkville where you will find Gallery Phillip featuring Indigenous art and sculpture. Close by is the Bata Shoe Museum and the Gardiner Museum of Ceramics. And if you are a fan of television, you will need to travel a little further to the MZTV Museum of Television but it's well worth the effort.

By far the most renowned and largest is the Art Gallery of Ontario with superb permanent collections housed in more than 500,000 square feet. You will want to be there for many hours, so this is an excellent visit on a day when you have a light schedule. However, if you just want to pop into a gallery and combine it with a walk or lunch, there are other fabulous options.

Art galleries are not for you? No worries. We have many more exciting activities that will be tailored to any pandemic conditions in place closer to the date. So plan to get out of the galley, register for the conference today and look forward to a fabulous time.

Within a half-hour stroll of the hotel, or a short cab ride, you can visit The 401 Richmond Gallery, a hub of 140 artists that accepts visitors each afternoon. Meanwhile, The Bau-Xi Gallery houses contemporary fine art. Also well worth a visit are The Textile Museum of Canada, TIFF Bell Lightbox, and the Museum of Illusions.

Hotel reservations close on October 3, 2022. The rate is \$249.00 per night + taxes. To reserve, call the Sheraton Centre Toronto Hotel at 1-888-627-7175 and identify yourself as part of the CPS-ECP group. Bookings may also be made online at www.cps-ecp.ca. Click the Events tab and scroll down to 2022 National Conference and AGM.

In the historic Distillery District, you can also find gallery upon gallery showcasing numerous art mediums amidst the charming ambiance and cobblestone laneways. If the weather is nice, be sure to visit the fabulous Harbourfront area and drop by The Power Plant Contemporary Art Gallery.

Scan the code below to register and book your hotel.

