

THE PORTHOLE



FEBRUARY 2023

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The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance
Send your photos to: theporthole@cps-ecp.ca
Cover image by Drazen Nestic on PIXINO





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

An organization – any organization – is only as strong as its dissemination of information to its members. Woe to any entity that drops the ball in terms of not only communicating pertinent information to its members but also making that process as simple and satisfying as it can be.

In the world we live in, an organization's website is an increasingly important calling card that not only ensures those with a vested interest are kept in the loop but also serves to introduce the simply curious as to the mission, programs and benefits of that organization. It's a cyber welcome mat that is forever laid out.

If you haven't visited the CPS-ECP website at www.cps-ecp.ca lately, it's high time you re-acquainted yourself.

While always a work in progress, our website is a treasure trove of at-your-fingertips information regarding all aspects of CPS-ECP affiliation – course and seminar information, membership benefits, resources for boaters, upcoming events and, most importantly, contact information for the national office staff as well as members of the national executive committee. The answers to many of the questions you have as a member can be found there. Failing that, you'll find the name and contact information of the person who can provide the answers you're seeking.

If CPS-ECP didn't have a website, the organization would be taken to task, and rightly so. But we do have a website and it's excellent. Take a look and tell me I'm wrong.

...

Due to the timing of my arrival on the CPS-ECP landscape just before COVID darkened our world in March 2020, I had few

opportunities to meet Peter Bolton. In fact, there was just one opportunity in Toronto at an education seminar. It was a pleasure to put an in-person face to the Teams persona.

While we're welcoming new Chief Commander Lise Blais Huot to her new position, we'd be remiss if we didn't salute Peter for a job very well done during his exceptionally challenging term; a period which saw two AGMs and national conferences held virtually. To pull those together called upon exceptional leadership and organizational skills. Peter, to the benefit of all of us, possesses those skills in spades and, as such, kept the boat afloat, so to speak.

Excuse me for gushing but I can't organize my sock drawer without the help of a YouTube tutorial. As such, I have nothing but admiration for the job Peter did and you should too. And while we're at it, join me in extending good wishes to Lise. CPS-ECP faces many challenges and they will have to be met. Lise's proven record of selfless dedication to the ideals and objectives of CPS-ECP will stand us in very good stead this year and next.

...

A new year brings with it six new issues of The Porthole.

As such, I continue to encourage, and heartily welcome, your submissions, be they in the form of articles or photos or, ideally, both.

No, I can't put your names in bright lights but this is the next best thing. After 40-plus years in the media game, I still get a rush when I read my byline or hear my name on air. Email your contributions to paulrellinger@hotmail.com and allow me to let you experience the same. ■



A MESSAGE FROM YOUR NEW CHIEF



Chief Lise Blais-Huot
Photo by Valentin Baclu

I am writing this after returning from the 2022 National Conference and AGM.

Like the beginning of a new year, I am energized by the resolutions that the board of directors intend to keep. Some of these resolutions are imposed on us in a relationship or financial context. I will mention a few here.

On the relationship front, we have all become aware of the breaches in the chain of communication and have decided on a more frequent schedule for communiqués to the membership. Conversely, members are encouraged to share their ideas and requests through existing bodies, such as administrators of different levels, squadrons and districts.

The most active squadrons have taken the initiative to

offer help and support to struggling squadrons or to those somewhat afraid of new technologies. All you have to do is ask.

Financially, we are implementing recovery measures, such as diversifying course delivery methods to reach new boaters where they expect to find the training they need.

You may have already noticed the organization's growing presence on social media. In addition to the communiqués from the national office, several squadrons are regularly posting on their own sites.

I wish you a happy holiday season with your loved ones. I also wish CPS-ECP returns to being the reference in terms of boating knowledge as it was in the past. Boating is more fun when it is safe! ■

**JOIN US
NEXT OCTOBER
IN WINDSOR, ONTARIO**

Scan the code for more details



**Vision
2023**



AGM AND CONFERENCE RECAP 2022

Photos courtesy of Patrick Lavelle



HOWARD G. PECK
VOLUNTEER OF THE YEAR AWARD
(Sponsored by Cowan Insurance Group)

AGATHE GAULIN
Gabriola Island Squadron
Vancouver Island North District
(Nominated by Jean-Pierre Van Praet)

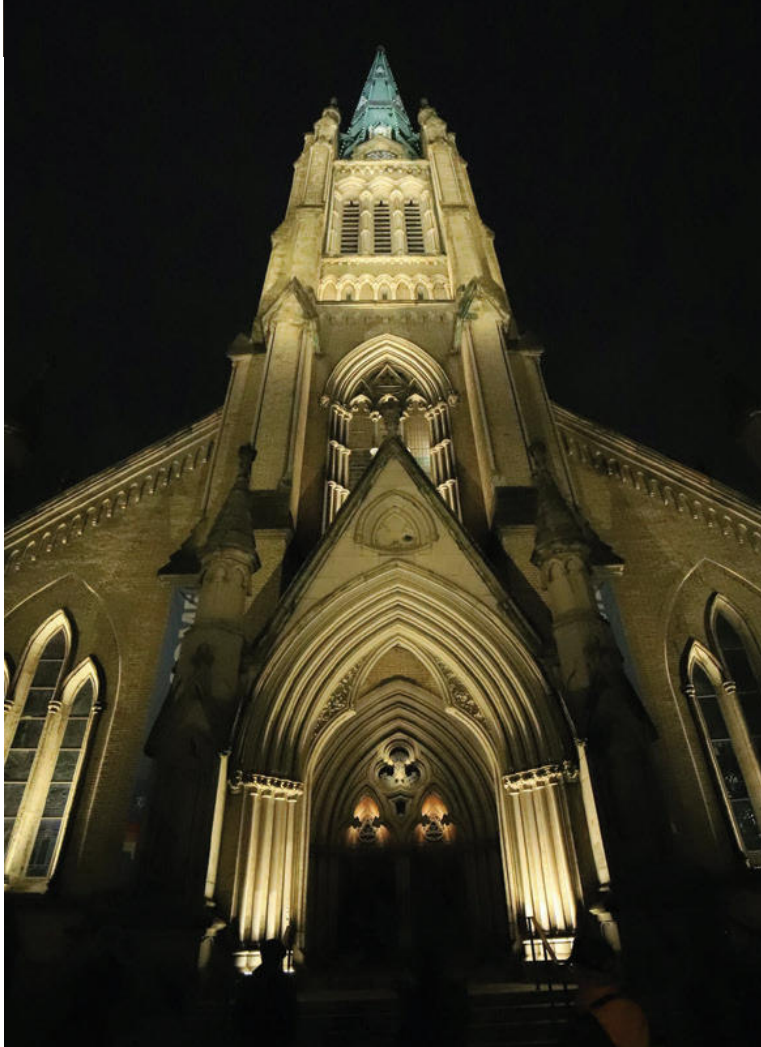
Agathe has used her remarkable talents in the planning, organizing and delivering of boat courses, seminars and workshops. She gets other Bridge members to volunteer as specific subject instructors for all boating courses.

Agathe's voluntarism goes way beyond the Educational Officer's role in that she also focuses on increasing the squadron's visibility in the community. She is our squadron's best ambassador, speaking glowingly of the advantages of CPS-ECP membership during every class session.

VISION 2022: TORONTO DELIVERED



Photos courtesy of Patrick Lavelle





G. WILLIAM BOWMAN
INSTRUCTOR OF THE YEAR AWARD
 (Sponsored by Weems and Plath)

ANTHONY (TONY) READ
 North Shore Squadron
 Pacific Mainland District
 (Nominated by Guy Cooper)

In the spring of 2022, Tony and a team of proctors and instructors set up the first full simulcast course. It was a B2/B3 class with 22 in class (the classroom limit) and 21 on Zoom for a total of 43 students. It was a smash hit for both the in-class and at-home students as well as for the proctors and instructors. The in-class students liked the flexibility of being able to join in by Zoom when out of town. The Zoom students liked the visual aspect of being part of a live-in-person class. At the end of the course, volunteers came forward to join the squadron executive committee.

DENNIS MANSOUR
 Halifax Squadron
 Atlantic District
 (Nominated by Catherine Lunn)

Dennis is a qualified RI, having taken instructor refresher courses. He was an enthusiastic participant in the toolkit session held in Halifax in 2019. He is always available to tutor, meeting students at the local library when they need added instruction, and he keeps in touch with his grads. An avid sailor, Dennis is on the windswept waters of St. Margaret's Bay practically every day of the boating season. His frequent need for a replacement CPS-ECP flag attests to both the nature of the elements in the bay and his pride in belonging to the organization.

VISION 2022: SMILES ABOUNDED



Photos courtesy of Patrick Lavelle





G. WILLIAM BOWMAN
OFFICER OF THE YEAR AWARDS
 (Sponsored by Natural Marine and
 GEC Aqua Maps)

CLAUDE CHARTIER

Escadrille Nautique Lanaudiere, Cartier District
 (Nominated by Bernard Daigle)

Claude's availability to his clientele has meant that despite the minimal executive committee of four members, he has been able to take care of educational requests from people in other sectors who have not found the help they needed elsewhere. Not only did he assist organizations within the region but he also assisted requests from Franco-phones who came from New Brunswick. While not the marketing officer, Claude has taken the means at his disposal to promote boating safety and CPS-ECP, including promotional banners and the distribution of Nautiguide, which contains the Transport Canada Safe Boating Guide, to various locations.

ANDY MEYERS

Penetanguishene Squadron, Georgian-Trent District
 (Nominated by Elaine Mundle)

Andy is an ardent CPS-ECP volunteer who continues to be a key member through his organization, wisdom and encouragement of squadron and district executives as they strive to recover from the pandemic interruption to return to usual operations and embrace the evolution of new training techniques to encourage the boating public to be safe boaters through CPS-ECP education opportunities. Andy encourages members to consider new approaches to maintain the visibility of local squadrons.



JENN DOERKSEN

Port Moody Squadron, Pacific Mainland District
 (Nominated by Michelle Warrington)

Jenn has created many YouTube videos to promote safe boating, education and membership. She created the Navionics: Tips and Tricks Seminar and the Chart Plotter video that national has requested to use in a link to the Online Boating 2 and 3 Combined and the Electronic Navigation courses. Some of her other YouTube videos are Get Your PCOC, PMPSS Testimonials, CPS Membership Benefits, Santa's Christmas Ships and Remembrance Day 2021. Jenn's goal is to devote more time to creating more promotional and educational videos to be shown on Facebook, YouTube and other social media platforms.



VISION 2022: BUSINESS CONDUCTED



Photos courtesy of Patrick Lavelle





justask
John



FLAG AND PENNANT ETIQUETTE: YOU ARE WHAT YOU PRESENT, SO TAKE CARE TO DO IT RIGHT

– by John Gullick, Manager of Government and Special Programs

I'll begin with a couple of questions that I have received, starting with 'Can I fly a Blue Ensign flag on my recreational vessel?'

The Blue Ensign was a Canadian Navy flag that was flown before the new Canadian flag was introduced. Ensigns were designated for official Department of National Defence navy vessels, so are not for use on recreational vessels. That would be inappropriate.

I also received an email from a Canadian who owned and operated a classic cruiser in the U.S. The boat, for the most part, stayed in U.S. waters and was licensed in a U.S. state. The owner wanted to know where he could fly a Canadian flag to indicate his citizenship.

The simple answer was he could not if he was operating in U.S. waters. The national flag indicates the country of registry or where the boat is licensed, in this case the U.S. A courtesy flag indicates where the vessel is being operated for the most part, also in the U.S. These flags do not indicate the citizenship of the owner/operator. However, I did advise that when a foreign guest is aboard, one can display the guest's country flag from the bow staff or port spreader halyard.

Moving on, flags and pennants tell a story to those who observe them, so a code of conduct, or etiquette, has been developed over the years to determine how flags and

pennants should be properly flown. This code was originally developed for large commercial or naval vessels but has since been modified and is flexible enough to accommodate the construction and configuration of most modern pleasure craft. Key points to remember and follow include the order of importance, sometimes referred to as the points of honour, which are as follows:

1. The gaff, if the vessel is equipped with one
2. The flagstaff at the stern
3. The bow staff
4. The starboard halyard just below the spreader
5. The masthead
6. The port halyard just below the spreader

When locating the points of honour on your boat, you must remember that the flag of highest importance does not always go to the highest point of honour. It can only be flown at the highest point of honour that it is entitled to.

The highest point of honour is always reserved for the national flag. If the national flag is not flown, its point of honour or position should remain vacant. A club burgee, for example, cannot replace it. That burgee must remain at its point of honour.

Various flags and their normal points of honour are as follows.

The Canadian flag should be flown from 0800 until sunset or at all times when the vessel is underway, weather and rig permitting. The Canadian flag should be lowered if you leave the vessel when you are in port and will not return until after sunset.

If your boat has a gaff, it should be flown from the peak. If not, it should be flown from the flagstaff at the stern of the vessel. Normally this flagstaff is located at the center of the stern but if rigging or an outboard motor doesn't permit that, then the flagstaff should be located to starboard of the centerline. If the vessel is used for fishing, a flagstaff located at the stern may interfere with the fishing gear. In that case, the Canadian flag may be flown from a staff located amidships on the aft part of the cabin roof.

For sailboats, use a stern flagstaff if it does not obstruct the movement of the boom. You can fly the Canadian flag high on the backstay of Marconi-rigged boats but no higher than two-thirds of the way up. On gaff-rigged sailboats, the Canadian flag should be flown at the peak of the aft gaff.

National organizations, like Sail Canada and Canadian Power & Sail Squadrons (CPS), have flags or burgees that indicate active membership. They should only be flown if the skipper is a paid-up member in good standing. The preferred location is the starboard spreader halyard. For vessels without this, the bow staff should be used.

Next in order of importance are yacht club and squadron pennants. These should be flown from the top of the main mast or the bow staff if there is no mast. No more than one of these should be flown at a time.

Association burgees, like those from antique boat associations or cruising clubs, should be flown from the spreader halyards with the more important one on the starboard side and the one of lesser importance on the port side. Only one should be flown from each halyard. If you have more than one halyard on each spreader, the flag of more importance goes on the outer halyard.

It is clear that sailing vessels or powered vessels with a flagstaff have the ability to fly more flags, pennants or burgees at any one time. Vessels with only a single stern flagstaff and a bow flagstaff should only fly the national flag from the stern and the most important flag, pennant or burgee from the bow. If you are boating in the waters of another country, you may fly the national flag of that country as a courtesy.

Vessels without a mast should fly the courtesy flag from the bow staff, replacing any other flag, pennant or burgee. With a mast, the courtesy flag should be flown from the outer starboard spreader halyard and the flag it replaces should be moved to the inboard spreader halyard or to the port side if there are only single spreader halyards. The courtesy flag must be smaller than the vessel's national flag and it must come down when the national flag does. It must not be flown when the vessel returns to its own country.

On special occasions, like Canada Day or club sail pasts, the ship may be "dressed" with a set of International Code Signal Flags that feature 40 alpha flags and numeric pennants. The set should be flown in a string from the bow to the mast head and then down to the stern. No message needs to be spelled out. A suggested pattern would be to have two alpha flags followed by a numeric pennant, then two more alpha flags, another numeric pennant and so on.

If you are in distress and need assistance, than a distress flag should be flown from the highest point or laid flat on the deck so it can be seen from the air. The international distress flag or cloth is an orange rectangle with a solid black square and a solid black ball on it.

Much of this information was taken from the Canadian Power and Sail Squadron's first edition of How To Fly Flags, 2005. To get a complete copy that is far more extensive, visit www.cps-ecp.ca for the contact information. ■

Submit your adventures and high-resolution photos to theporthole@cps-ecp.ca
Remaining deadlines for articles and photo submissions for 2022

April Issue – Deadline January 15

May Issue – Deadline February 15

June Issue – Deadline March 15

October Issue – July 15

February Issue – October 15

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



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www.boatingcourses.ca





SECURING THE PRESENT, SHAPING THE FUTURE: NOMINATIONS OPEN FOR BOARD DIRECTORSHIP

CPS-ECP gets its legal right to exist from Canada's Not-For-Profit Act.

As a corporation, CPS-ECP is governed by directors. The Act states that the directors can elect a management committee of directors to take on most of the governance work, subject to board review and oversight. CPS-ECP has done that by electing directors to the Executive Committee (ExCom).

The following is a list of some of the experiences, skills and attributes that contribute to the selection of the best possible CPS-ECP director candidates.

- Ability to get along with others, leadership qualities, experience, and initiative
- Ability to think independently and not "follow the crowd"
- Breadth of CPS-ECP experience
- Interest in boating education – grade achieved, taught one or more classes
- Evidence of administrative ability (within CPS-ECP or outside)
- Enthusiasm, time available, merit mark record, attendance at National or District meetings, National Committee experience
- Commitment to CPS-ECP and passion for the CPS-ECP mission
- Leadership record at the Squadron and District levels
- Formal education
- Geographic location
- A thorough understanding of Squadron and District operations
- Completion of CPS-ECP 'Officer Training' seminar

All candidates applying for nomination as a director are requested to complete and submit the following items of documentation:

- Director's Application Form
- A current resumé or Curriculum Vitae (CV)
- Skills self-assessment questionnaire
- A Statement of Vision outlining your personal views of the short- and long-term future of CPS-ECP

The above documents can be found on the CPS-ECP website at www.cps-ecp.ca and are available in hard copy from our national office.

If you have some ideas about what CPS-ECP should be doing now, or where it should be going in the future, consider applying to become a director. The term is for three years and you can apply for a second three-year term.

The application form can be found on the website at:

<https://www.cps-ecp.ca/about/call-for-applications-for-nominations>

All applications must be submitted to the chair of the Nominating Committee by **May 31, 2023**.

Applications can be submitted online to nomcom@cps-ecp.ca or as a hard copy marked 'Confidential' to:
Chair of the Nominating Committee,
Canadian Power and Sail Squadrons,
26 Golden Gate Court, Toronto, Ontario M1P 3A5.