

THE PORT HOLE

SUMMER 2015

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

WINDSHIFTS



Joan Eyolfson Cadham, S, Editor-in-Chief
Saskatchewan Power and Sail Squadron

It happened many years ago, while our children were still preschoolers, but the memory pictures are still as fresh and as frightening as if the incident had happened yesterday.

We were living in the Montreal area and visiting boating friends in Ottawa – long before the days when anyone in our crowd thought about taking boating courses or buying lifejackets or other water safety equipment. We were young, we were invincible, and, after all, we had learned all the boating knowledge we needed from some friend who had a boat. There were several of us at water's edge – four or five mothers, six or seven children. The fellows were out, messing around in boats. We were standing in the water, chatting. One of the couples wanted to try a ride on a sailboat – the fellows said they'd take them out and we moms said we'd mind their two-year-old daughter.

Some time later, I suddenly registered children's voices – our children, saying, fairly calmly but with a question in every voice, "Is she drowning?" I spun around. All I could see were the ruffles on the underside of the tot's panties – on the child we seemingly responsible adults had offered to keep safe. Reflexes took over. I snatched the child out of the water and squeezed her against my chest. She coughed, spit out half a lake, and started to cry. It was the most wonderful sound I have ever heard.

Of course all the kids were in the water. Of course the adults were, too. Of course, nobody had a life jacket on. And, yes, we thought we were responsibly minding all the children.

There is an excellent, comprehensive online report from the Red Cross <http://www.redcross.ca/what-we-do/swimming-and-water-safety/drowning-research>. The statistic that I found most powerful? "Ten years of research across Canada shows that the vast majority of boaters who die –

whether in powered or unpowered boats — have neglected basic principles of boating safety such as always wearing a flotation device, using protective equipment against cold immersion, and verifying weather conditions such as wind, waves, and water temperature. It is probable that most fatalities failed to obtain appropriate training in boating safety, and that many had inadequate swimming skills to cope with unexpected immersion."

Would we have heeded that warning, had we read it back in the early Montreal boating days? I don't know. The truth is that we took our children out on small boats – without putting lifejackets on them. Small wonder that we didn't have lifejackets for children playing at the edge of the Ottawa River.

Here's the big concern, this one from the Lifesaving Society's 2013 Canadian Drowning Report, available at http://www.lifesaving.org/public_education.php?page=368: "The surge in drownings continues in the latest Coroners' data. An uptick to 483 drownings in 2010 marks the sixth successive year of 470 or more drownings in Canada. Drownings are up 7 percent during the most recent 5 years (2006-2010) versus the previous 5-year average (2001-2005)." Those are the latest available statistics.

According to the Canadian Red Cross, taken from the report quoted earlier, there are about 525 water-related fatalities in Canada each year. "More than 24 percent of boating fatalities occur when a lifejacket is present on board but not worn," the report says.

The same statistics, probably, would apply to children at water's edge, with their lifejackets still in the car – or at home.



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Don Griffin, AP, National Educational Officer
Capilano Power and Sail Squadron

The Educational Department completed the spring meetings at the end of March with representatives from all the Districts and Committees of the Educational Department. The meetings ran from Friday evening to Sunday morning with lots of discussion. Minutes and the action items are posted on the CPS-ECP web site and can be accessed by any member who is interested in the full details. The route to the reports is Members Web/Educational Department/meetings.

Course updates are available to everyone in the individual reports from the Committee Chairs posted on the CPS-ECP website under meetings so I will only mention the major updates.

The French *Seamanship* course, *Matelotage*, was completed in December and is currently being taught by a number of Squadrons.

The study guide for the French PCOC on line course was approved by Transport Canada in February. The final fixes with the communication between the various web sites has been resolved and the application is now on line. Thanks to Dave Bieman and the rest of the team for all of their hard work on this project.

The weather committee under the direction of Dorit Girash has completed an extensive re-write of the material and is currently doing a beta test in Ontario. The plan is to have the new course available to all by September.

A committee under Gary Clow, DEO for PMD, has put

together the new *On the Water Training* course for practical boat handling. This includes an evaluation sheet for prospective skippers. The plan is to Beta test this course this spring in the Vancouver area.

The beta test for the two new courses that were developed from the *Boating Essentials* course is underway with five Squadrons currently offering the new courses, “*Beyond the PCOC*” and “*Introduction to Navigation*”. Each course is designed to run five to six weeks and, between the two courses, contains all the material from the current *Boating Essentials* course plus selected sections from the *Boating Course*. To date, the overall feedback has been positive. At this time it is intended that for the training year of 2015-16 both the new courses and the *Boating Essentials* course will be available to the Squadrons in English and the *Boating Essentials* course in French.

The Outreach Education Department under the direction of Carolyn Reid is looking for ways to offer courses remotely using a blended learning model. Some of the instruction would take place over the internet using products like GoTo Training while other parts of the training would take place in the classroom. We are also looking at using our network of Registered Examiners for Maritime Radio as a resource that can be used to provide proctors and exam invigilation for other courses.

VOLUNTEERS WANTED:

The Educational Department needs help to complete our tasks in a timely manner. The following areas are of major concern at this time, however, everyone is welcome to assist.

Graphics Committee – the graphics group currently consists of three individuals who produce all of the graphics for our courses, newsletters etc. They could use some help. If you have experience with Illustrator or Photoshop and would like to assist please let me know and I will put you in touch with the Committee Chair.

French Translation – We can always use

people who can assist with French translation or to review the translations to ensure they convey the same message as the English document.

Computer skills – the Educational Department needs people with computer skills to help the Educational Department with new programs in outreach education and in the preparation of material for CDs as well as for downloadable files for our members.

Course Development and production – We can always use volunteers to assist the Course Committees in the development of the courses and the prepara-

tion of the material. At this time we have a special need for volunteers to assist the Boating Basics committee with the online courses. We especially need someone who can speak French.

Volunteers can contribute to the level of their time and while some volunteers put in hundreds of hours others only have the capability for a few hours a month. All volunteers are appreciated and needed to help CPS-ECP move forward. Please let me know if you want to assist the Educational Department in our goal of producing timely and relevant course material for all Boaters. Contact Don Griffin at: neo@cps-ecp.org.



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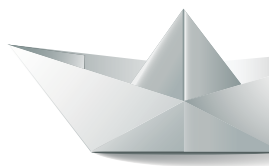
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Letter To The Editor:

I was a little surprised to find the *Port Hole* in *The Canadian Yachting West* this month. Especially so since I have been a long time subscriber to *Pacific Yachting* which used to host the *Port Hole*. The reason for this change has not been communicated to the members as far as I can tell. I must admit that my first reaction to the change was puzzlement. Why would we move the *Port Hole* to what I see as an inferior publication? Perhaps someone in the know can enlighten us.

This brings up a point. At a recent district event I was informed that CPS-ECP partners with Icom and that other brands of radios were not welcome in our training. Again, why was this decision made and why was it not clearly communicated to the members?

And don't let me get started on PFDs.....

It would seem to me that the *Port Hole* would be a good place to provide some illumination of these topics.

Respectfully,
Erik Skovgaard, AP
Instructor
Royal City Squadron

Response from the editor:

I turned to Catherine McLeod, former Communications Committee Chair. Here is her reply:

The first time that *Port Hole* was not issued as a standalone publication was when it was decided to include it as part of *Boats & Places* (under past Administrative Officer Frank Phipps) many moons ago. When, as Communications Committee Chair under Serge St-Martin, I was doing the proposals to move *Port Hole* from *Boats & Places*, I contacted *Pacific*

Yachting as there was some suggestion that it might be expanding its coverage across Canada. That never happened and *Pacific Yachting* told us, at the time, they were not interested. What is published in *Pacific Yachting* is the newsletter for the Pacific Mainland District. This is part of an agreement PMD has with them for members to receive six issues of the magazine. We are in at least our third contract with *Canadian Yachting*.

Catherine McLeod, AP
CPS Foundation Member
Peterborough Power and Sail Squadron

I also asked for a response from National Administrative Officer Jim Brown:

Canadian Yachting Magazine West is our official method of distributing the four editions of *Port Hole*. *Pacific Yachting* is an additional magazine available only to those in the West. *Pacific Yachting Magazine* has an agreement with Pacific Mainland District to distribute their District Newsletter.

Yes, ICOM Canada is an official Sponsor of the National Conference and has provided a discount as a Member Benefit towards the purchase of an ICOM Radio. This does not mean our Squadrons cannot use a competitive product in their course presentations. At no point has the direction from National been to dictate that a Squadron cannot use a competitive brand radio in the courses. It would be appreciated if they used ICOM products, but definitely not a mandated stipulation.

Jim Brown, S
National Administrative Officer
Burlington Power and Sail Squadron



Bradley Schmidt
Markham Agincourt Power and Sail Squadron

I doubt boaters in warmer climates truly understand what summer means to Canadians. For most Canadian pleasure boaters there are precious few months when the water and air temperatures are conducive to fun on the water. That means we collectively spend a great deal more time *thinking* about boating than actually boating. In my case that involves hovering over the computer watching videos, looking for new toys, and researching ways to improve my enjoyment when Summer eventually shows up.

The mid 1990's Spectrum Fish and Ski dual purpose bowrider has been a great boat for my needs. With a 60HP Mercury 2 stroke and a 4HP Kicker motor it gets us out on the water for a full day of fishing or beach hopping, and it does so while being relatively easy on fuel. If I have one complaint it is that the 60HP outboard fights to get the boat on plane when carrying passengers or towing a tube. The boat is rated for 75HP and I think it would suit it perfectly, but a repower is going to be many thousands of dollars. Instead I am going to install a time honoured solution – a Sting Ray Hydrofoil – on the current outboard. These moulded plastic “wings” are a common sight in these parts, installed in outboards and outdrives of all kinds. The theory is that they help lift the rear of the boat with hydrodynamic forces, while pushing the bow down to a proper position. The manufacturer has a number of versions, claiming each can reduce the time to plane by 50%. I've opted for the classic version, which is the least expensive and its classic looks will match the 1990's Mercury. The \$62.99 has been spent and in the next issue I'll report on its performance.

Last year I likely spent more time in my 1236 Jon boat with a 2.5HP engine than I did in my larger boat. I certainly hauled more fish into it. The cottage is located on a lake with wildly varying water levels. The Jon boat is well suited to this and is ready at a moments notice for a tour of the

lake. Some of the videos I've been watching show Jon boats outfitted with “surface drive mud motors” – these are gaining popularity for hunters and adventurers who need a way to boat through marshy or muddy areas. They are equipped with an air-cooled motor and a surface drive propeller system that is designed to power through mud, weeds, stumps, and other obstacles. I would like to explore these this summer and perhaps join the growing number of hobbyists who custom build these motors from scratch or kits. More on these in a future article.

Finally, between Youtube, America's Funniest Videos, and late night programs there seems to be a growing hunger to showcase the “Epic Fail.” I've yet to see a CPS-ECP flag in an epic fail video. To try and keep it that way, here's a list of boating-related ideas to keep in mind this summer:

- practice backing up your trailer before showing up to the boat launch and jack-knifing as cameras roll
- don't disconnect your winch until the boat is in the water unless your boat floats on concrete
- unless you drive an Amphicar, set your parking brake when you are on the ramp
- it is highly recommended to insert the drain plug before launching the boat
- when you tack or jibe the boom will almost certainly smash you in the head if there are any cameras in the area, so DUCK!
- wearing a PFD has the added benefit of keeping your bikini from floating away when you jump in the water, so it's a life saver in more than one way
- if the genius driving the tow boat hasn't taken a CPS-ECP boating course and is getting too close to shore, you can always let go of the tow rope before you hit any obstacles



John Gullick, AP
Manager, Government and Special Programs

Over the past few months I have received a number of questions about the use of the VHF maritime radio so I am going to do a brief Q and A on a few of those questions.

Q: Will the Canadian Coast Guard follow the US lead in no longer monitoring channel 16 (Mid Frequency (MF) 2182 kHz) ?

A: In October 2013, following the USCG announcement (USCG Marine Safety Alert 06-13 dated June 18th) re discontinuance of monitoring of its shore-based medium frequency communications network, the CCG responded as follows: This decision will have no impact on CCG marine communication and traffic services operations.

The CCG continues to monitor 2182 kHz and provide broadcast services on 2 MHz, and has no plans to discontinue the service.

In October 2014, I once again contacted CCG HQ on this issue and was advised as follows: “There has been no senior level CCG discussion about ending the monitoring of (MF) 2182. If we do visit it in the future, it would demand public consultation.”

Canadian Coast Guard continues to monitor Channel 16.

Q: How do I activate the Digital Selective Calling (DSC) feature in my VHF maritime radio?

A: Contact a regional Industry Canada Spectrum Management office and get a Maritime Mobile Service Identity (MMSI) number and then follow the DSC set up instructions in the radio’s Owner’s Manual. DSC cannot be activated without a MMSI number.

Q: Can I use the DSC feature for routine calling?

A: In addition to the automatic distress-alerting feature of VHF-DSC radios, the initial contact with another vessel, a “routine” call, is made digitally on channel 70. The channel for

voice communication is indicated utilizing the vessel MMSI in a manner similar to that of a pager. Another vessel’s radio is digitally contacted and advised to go to a specific channel for voice communications.

Q: How can I find out which VHF channels to use for voice communication in my cruising area?

A: In the CPS-ECP *Maritime Radio Course* student’s notes and the Maritime Radio Course Module Two student’s notes you will find a copy of Industry Canada’s RIC 13 as Appendix 1, Table of Transmitting Frequencies for the VHF band 156 -174 MHz in the Maritime Mobile Service. This chart clearly identifies each of the channels 01 to 88, their areas of operation, the types of service and the types of traffic the can use the various channels. You can also go to the Industry Canada Spectrum Management web site and search RIC 13 for this chart.

Summary:

The DSC radio automatically, silently and continuously maintains a listening watch on the appropriate DSC channel, VHF channel 70.

DSC capabilities are not limited to emergencies. “All Ships”, Urgency and Safety alerts may also be received and sent to or from CCG Coast Stations and to establish routine contact with other DSC equipped vessels and coast stations directly without having to use the voice calling/distress channels.

Have a question for John? Send it to:
theporthole@cps-ecp.ca



#CPSECPflag



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Ocean life in trouble but still time to make changes, study says

Carl Zimmer

A team of scientists, using an analysis of data from multiple sources, has concluded that humans are on the verge of causing unprecedented damage to the oceans and the animals living in them.

"We may be sitting on a precipice of a major extinction event," said Douglas J. McCauley, an ecologist at the University of California, Santa Barbara, and an author of the new research, recently published in the journal *Science*.

McCauley and his colleagues also said there is time to avert catastrophe. Compared with the continents, the oceans are mostly intact, still wild enough to bounce back to ecological health. "We're lucky in many ways," said Malin L. Pinsky, a marine biologist at Rutgers University and another author of the report. "The impacts are accelerating, but they're not so bad we can't reverse them."

Scientific assessments of the oceans' health are dogged by uncertainty: It's much harder for researchers to judge the well-being of a species living underwater, over thousands of miles, than to track the health of a species on land. Changes that scientists observe in particular ocean ecosystems may not reflect trends across the planet.

The scientists found that there are clear signs that humans are harming the oceans to a remarkable degree. Some ocean species are overharvested, but even greater damage results from large-scale habitat loss, which is likely to accelerate as technology advances the human footprint, they reported.

Some fish are already migrating to cooler waters. Black sea bass, once common off the coast of Virginia, have moved further north. Less fortunate species may not be able to find new ranges. At the same time, carbon emissions alter the chemistry of seawater, making it more acidic.

"If you cranked up the aquarium heater and dumped some acid into the water, your fish would not be very happy," Pinsky said. "In effect, that's what we're doing to the oceans."

Fragile ecosystems like mangroves are being replaced by fish farms, which are projected to provide most of the fish we consume within 20 years. Bottom trawlers scraping large nets across the sea floor have already affected 20 million square miles of ocean, turning parts of the continental shelf to rubble.

Whales may no longer be widely hunted, the analysis

noted, but they are now colliding more often as the number of container ships rises.

Mining operations, too, are poised to transform the ocean. Contracts for seabed mining now cover 460,000 square miles underwater, the researchers found, up from zero in 2000.

Seabed mining has the potential to tear up unique ecosystems and introduce pollution into the deep sea.

The oceans are so vast that their ecosystems may seem impervious to change. But McClenachan warned that the fossil record shows that global disasters have wrecked the seas before. "Marine species are not immune to extinction on a large scale," she said.

Until now, the seas largely have been spared the carnage visited on terrestrial species, the new analysis also found. The fossil record indicates that a number of large animal species became extinct as humans arrived on continents and islands. For example, the moa, a giant bird that once lived on New Zealand, was wiped out by arriving Polynesians in the 1300s, probably within a century. But it was only after the Industrial Revolution that extinctions on land really accelerated.

Humans began to alter the habitat that wildlife depended on, wiping out forests for timber, plowing under prairie for farmland, and laying down roads and railroads across continents. Species began going extinct at a much faster pace. Over the past five centuries, researchers have recorded 514 animal extinctions on land. "Fundamentally, we're a terrestrial predator," he said. "It's hard for an ape to drive something in the ocean extinct."

McCauley and his colleagues argue that limiting the industrialization of the oceans to some regions could allow threatened species to recover in other ones.

"If by the end of the century we're not off the business-as-usual curve we are on now, I feel there's not much hope for normal ecosystems in the ocean," he said. "In the meantime, we have a chance to do what we can. We have a couple decades more than we thought we had, so let's please not waste it."

From AboveTheFold <AboveTheFold@newsletters.environmentalhealthnews.org>

"The impacts are accelerating, but they're not so bad we can't reverse them."

OCEANS a major contributor to global heating

The United Nations Climate Change Conference slated for Paris this December will be the 21st yearly session of the Conference of the Parties to the 1992 United Nations Framework Convention on Climate Change and the 11th session of the Meeting of the Parties (CMP 11) to the 1997 Kyoto Protocol. The conference objective is to achieve a legally binding and universal agreement on climate, from all the nations of the world. Leadership of the negotiations is yet to be determined.

Meanwhile, effects of climate change are being documented by the experts.

A joint announcement by NASA and the National Oceanic and Atmospheric Administration, based on separate analyses of weather records dating back to 1880, declared 2014 the hottest year, globally, on record.

According to Gavin Schmidt, director of NASA's Goddard Institute for Space Studies in New York City, "This is the latest in a series of warm years, in a series of warm decades." While fluctuations are possible in any given year in a system as chaotic as weather, Schmidt said, "the long-term trends are attributable to drivers of climate change that right now are dominated by human emissions of greenhouse gases."

According to a column in the *Los Angeles Times*, NASA scientist, Jay Famiglietti, says that California had the driest January since records were first kept in 1895 and that groundwater and snowpack levels are at an all-time low. He's suggesting water rationing because, he says, California's water storage levels have been dropping since 2002 according to NASA

satellite data, groundwater is rapidly depleting, and the state has only a year's worth of water stored in reservoirs and other reserves.

Meanwhile, NOAA, the National Oceanic and Atmospheric Administrator, National Climate Data Center, reported that, last August, oceans were "a major contributor to the global average" warmth in August. The global ocean surface temperature, June to August, was 0.63°C above the 20th century average, beating the previous record set in 2009 by 0.04°C. For the full NOAA report, <http://www.ncdc.noaa.gov/sotc/global/2014/8>.

The earth and oceans are heating up

In a joint release, NASA and NOAA (National Oceanic and Atmospheric Administration) have agreed on information that each organization reached during separate studies. Global temperatures are up. 2014 is the hottest year since modern record-keeping methods were established in 1880.

A major factor, the report says, is that the oceans are warming — even faster than the land is. Ocean temperatures are one degree above average, which is a record-setting level. Meanwhile, in 2014 earth experienced, on average, the fourth-warmest year since the beginning of record-keeping. However, in 2014, California, now under serious drought warnings, parts of Europe, the United Kingdom, and parts of Australia all experienced a record warm year.

Recycleless, reuse, reduce, rethink oftener

"Recycle" is the last R in "reduce, reuse and recycle" and we're getting pretty good at it. Maybe too good, so let's consider some other Rs: reduce, reuse, refuse, reclaim, renew, revitalize, refurbish, rethink and redesign, to name a few.

Here are a few tips:

Shop smarter. Beware of excess packaging from all consumer goods — food, personal care products and electronics, even organic, local, non-toxic stuff. Clean your teeth with baking soda, coconut oil and a few drops of peppermint essential oil.

Never recycle another glass jar. They're easy to wash, have an air tight seal, freeze well and don't leach toxics like Bisphenol-A (BPA). Store leftovers and dry goods in glass jars.

From Earthline March/April 2015



The Fort Erie Power and Sail Squadron have a new location inside Niagara Square. From the left are members Dan Duggan, Garry Vanzandt, David Dunward and Nick Louras. TONY RICCIUTO / NIAGARA FALLS REVIEW

Learn boating from the experts

By Tony Ricciuto, Niagara Falls Review April 11, 2015. Sun Media Corporation.

Boating can be a lot of fun and the Niagara area has a lot to offer, but there are many things that need to be considered before heading out on the water for the first time.

That's where members of the Fort Erie Power and Sail Squadron come in and they would be more than happy to share their knowledge and steer beginners in the right direction.

The group held an open house at Niagara Square on the weekend and visitors had a chance to get behind the wheel of a virtual boating trainer. They were able to learn a number of things including leaving the dock, pivot turns and emergency stops.

The squadron is located in Unit A-9, which is next door to the Niagara Falls Humane Society Adoption Centre.

"Our area is ideal and that's why we have so many people that are boating," said Nick Louras, commander with the squadron. "We are between two sets of locks, we have sheltered areas with the upper and lower Niagara River so it's ideal for people who want to fish or if they want to sail. We have the United States so close by which has so many opportunities for those who want to visit restaurants or go shopping."

The first step for anyone who is interested in boating is that they need a licence, which is called a pleasure craft operator card. Operators young as nine years of age can get behind the wheel of a boat, but there are restrictions on the number of horsepower that the motor can have. Those 12 years or older have less restrictions if they are directly supervised by an adult.

Louras said it's not that difficult to obtain a licence and anyone who is interested can take a course from them. It's usually conducted on a Saturday from 2-4 p.m., they hold an hour review the following week and after that is the written test.

They also conduct a number of other courses which deal mostly with safety and the use of equipment, including the use of marine radios, which also require a special certificate.

"When you have a radio on your boat you usually monitor Channel 16, that is the channel that people will call if they are in distress and need assistance," said Louras.

With advancements in technology in recent years, if someone has a radio on their lifejacket and if they are not able to speak for some reason once they have entered the water, the touch of a bottom will let rescue workers pinpoint that location and also provide them with other important information.

On Oct. 22-24, the Canadian Power and Sail Squadrons will be holding their national conference at the Hilton Hotel in Niagara Falls. Louras is chairman of that event and they are expecting about 500 people from across Canada.

Anyone who wants to learn more about boating or the Squadron can visit them at Niagara Square where they have been for about two months and are expected to remain there for at least a year.

Six Tips for Group Cruising



Photo: Jeanette Gordon, Grace Harbour, Desolation Sound, BC

1. Do I get charged for not cancelling a marina reservation? Most Marinas understand that poor weather or mechanical breakdowns can interfere with plans. Marinas do expect to be notified immediately if your plans change and most do not charge for not showing. Some marinas maintain a record of NO SHOWs though, which might be slightly embarrassing the next time to want to reserve a slip. When travelling with a group, marinas expect the cruise director to manage the group booking and provide a full list of vessels, name, length and duration of stay in order to plan for assigning slips together in the marina.

2. What is the fender and tying etiquette for rafting in an anchorage? The first vessel will set their anchor and tie a stern line to shore before accepting other vessels. Incoming vessels should contact the raft master for instructions. When instructed to come in to join the raft, you may be asked to drop an anchor and back into the port or starboard side of the raft.

- The incoming vessel will be instructed which side to join the raft.
- The incoming vessel should set 3 fenders AT THE RUB RAIL and 3 long lines (15-25') on the side she is joining. The captain or admiral should eye ball the height of the two vessels rub rails to be certain the fenders will adequately protect each vessel. The joining vessel always throws/using their lines to tie. In most cases the mid ship line should be thrown first and wrapped on a mid ship cleat to help bring her in (unless of course you are Popeye). The stern then bow lines follow and the stern line is tied/locked first to align the swim grids before tying the mid ship and bow.
- Caution – the larger the vessel, the larger the fenders you need to protect her. Wind and waves or wakes can cause considerable movement in a raft up.
- When setting fenders – check for windows or exhaust/drain outlets on the hull of both vessels to avoid blocking them.

- Always offer to assist another vessel with catching a line.
- If you are going to purchase a stern line, 600' of brightly colored floating line is recommended. One never can be sure how far up the shore one has to climb to round the closest tree.

3. What is the rafting etiquette without a stern tie? Ask the anchored vessel if you can raft. Typically no more than three vessels can raft on one anchor which would be the center vessel. Under no circumstances should more than one anchor be set as the raft will spin on the tide or wind.

4. Is it okay to cross other vessels in a raft? Absolutely. In fact the best etiquette is to ask for permission to cross the first time you board another vessel and also to make an effort to cross the entire raft to greet your fellow boaters provided you are able to do so.

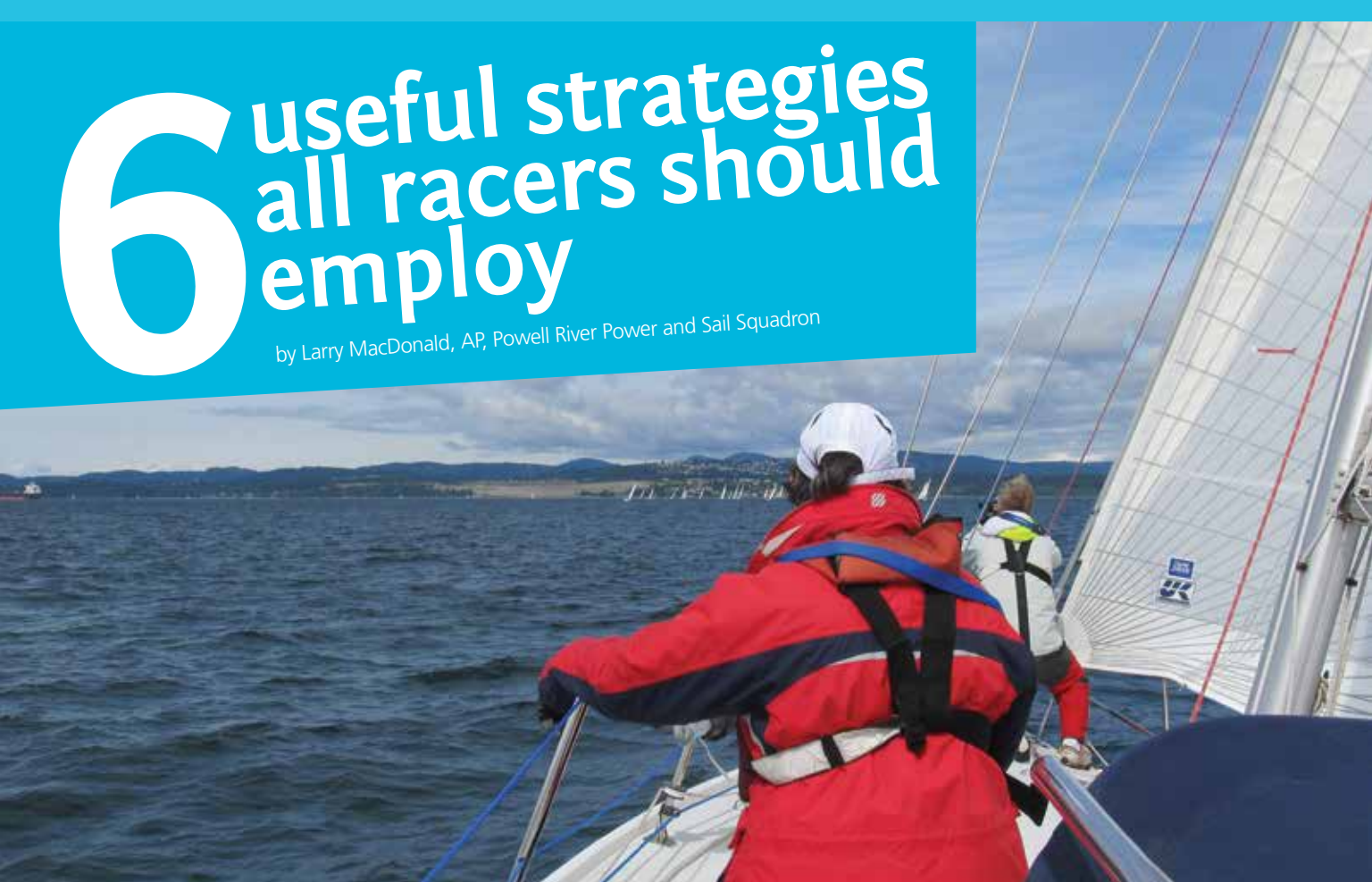
5. Can I pull out of a raft if I am in the middle? Yes you can but it requires some effort and planning. If you know you will be leaving early, its best to not have a main stern line or anchor set. Ideally you would try to be on the outside of the raft in order to peel off. This is not always possible because the smaller boats (now referred to as the fast boats) are toward the outside ends of the raft. Nothing is impossible though and it is not a hard and fast rule that you are stuck until the raft breaks up.

6. Is there any privacy in a raft? Yes but this is usually inside your own boat. Rafting is a very social gathering so if you are travelling with the group and prefer your privacy, no one would be offended if you prefer to anchor near by and visit by dinghy.

Excerpted from Port Moody Power and Sail Squadron. Tips and Etiquette for Cruising by Dave and Kim Edgar: <http://www.cps-ecp.ca/portmoody/Uploads/-234Frequently-Ask-Questions.pdf>. The entire list is worth checking out.

6 useful strategies all racers should employ

by Larry MacDonald, AP, Powell River Power and Sail Squadron



The 72nd running of the Swiftsure International Yacht Race, organized by the Royal Victoria Yacht Club, occurred from May 23 to 25, 2014.

In the first running of this iconic event in 1930, just six boats participated. This year saw nearly 200 boats, coming from as far away as Portland, Oregon, and in previous years from Hawaii and even Russia, to challenge the infamous winds and tides of the Pacific Northwest. The premiere race is still the Lightship Classic, 138.7 nautical miles return from Victoria, BC to the Swiftsure Bank, just beyond the west entrance to the Strait. However, sailors can now choose between five different course options, including the Inshore Classic, which consists of shorter races within the eastern end of the Strait.

A few days before last year's race, my friend Karen asked if I would like to participate in the 21-mile Inshore Classic race with her partner Jim and two friends, Tim and Paul. I first met Karen years ago when she participated on a cruise-and-learn I offered in the Gulf Islands. While I have cruised extensively, my racing experience was mostly on Sabots and Lasers on fresh water lakes. "Yes," I said, "I would love to join you, but mostly as an observer," explaining that I was recovering from a broken wrist. "That's ok," she said, "it's mostly just for fun." We met at Victoria's Inner Harbour on Friday evening after the Skipper's Meeting to walk the docks and ogle some of the sleek machines rafted together, awaiting the next day's start. Racing stories, camaraderie, and a

festive atmosphere prevailed with flags flying from masts and happy hours underway in many cockpits.

Meerkat, Karen and Jim's 34' Catalina, was docked at the Royal Victoria Yacht Club Marina in Cadboro Bay, the finish line for the Inshore racers. On Saturday morning, an hour and a half before the race, we motored with an array of competitors, most between 30 and 40 feet, toward the start line, five miles south off Clover Point in Victoria. Conditions were perfect: a 15-knot breeze, sea rippled, sunny skies, and a favourable forecast. Of the five of us, only Karen had participated in this event, crewing on another boat. Along the way, I asked Jim about his expectations for the race, and he candidly admitted that they are "usually somewhere in the middle of the pack," as they were in the Round Saltspring Race the previous week.

We were awed with the spectacular sight of a sea full of boats, each waiting for the starting gun that would set off a fleet in designated categories: the long-distance racers would depart at 9 am and the remaining fleets at 10-minute intervals. Ours would be the last to cross at 9:40. About a half-hour before our start time, we raised the main and unfurled the jib. It quickly became apparent that I did not have the strength in my wrist to efficiently operate the jib winch. Instead, my responsibility would be to trim the main. Tim handled the jib, Paul advised the helmsperson about intersecting boats and deployed the spinnaker, while Karen and Jim alternated at the helm during different phases of the race.



As an observer, it became clear to me, at least in the early going, that we were definitely in the “middle of the pack.” We crossed the finish line 4th in our race, but based on handicap, 23rd out of 37 boats. In hindsight, we could have placed much better if we had done some things differently. While tactics, execution, and experience are obviously important in competitive racing, here are six useful strategies all racers should master.

1. Know where the start line is

This seems pretty simple, and it is in a dinghy regatta with a start line less than 30 metres across between two buoys. Not so in the Swiftsure: the start line stretched between a construction crane on shore and HMCS Nanaimo, a Canadian Frigate positioned southeast a half-mile off shore. In the 10 minutes after the previous fleet departed, we cautiously edged toward the Frigate, concerned that we might prematurely cross the line. Not knowing exactly where the line was, we were relieved when the gun sounded. This relief turned to disappointment when we estimated that we crossed the start line six minutes later. In hindsight, we should have arrived at the Frigate much earlier, before the race. And taken a bearing on the crane; then transferred that bearing onto our chart plotter so we would know exactly where the start line was in relation to our boat. Ideally, we should have crossed the line with a full head of steam immediately after the gun.

2. Know where you’re going

It’s important to know in advance where the markers are, and the optimum courses to them. This is especially true for the first mark to windward, since the shortest distance to this mark determines the preferred side of the start line. In our race, it was the right side, closest to shore (see chart showing Inshore Flying Sails course); unfortunately, we

were on the left side, furthest from shore. The coordinates of each mark and course lines were provided at the Skipper’s Meeting and Jim had diligently circled the marks on our paper chart. In addition, they and the course lines should have been recorded on our chart plotter for ready reference in relation to our boat. Our strategy for finding the marks was to follow the pack and scan the horizon with binoculars, which we did frequently.

Knowing the course proved especially beneficial at the end of our downwind leg when we stopped following the pack and took the shortest route past Discovery Island. This “shortcut” got us ahead of a whole bunch of boats and, all of a sudden, the race became much more interesting, as we were all recharged with the possibility of taking the lead even though several other boats were still ahead, approaching the finish line.

3. Know the winds and currents

In light winds, as they were during the latter half of the long race, sailors with keen observational skills and the ability to “read ripples” have an advantage. But winds, regardless of intensity, are only part of the equation for a decent saltwater sail; currents play a major role.

Juan de Fuca Strait floods from the west. As in most tidal channels, current is stronger in deeper water than it is along the shore, due to friction created when water contacts the shore. Since the current was against us when the gun sounded, we should have stayed closer to shore. Instead, we were further out in deeper water, sailing against a stronger current. On the next-to-last leg, a post-race review of currents showed some back eddies close to shore, which we could have avoided by staying further off shore. But who knew? We should have: a current graph was available to participants prior to the race (www.swiftsure.org/currents-during-race-2/).



4. Account for leeway

The combined effect of wind and current on our third upwind leg created some significant and unexpected leeway. Our attempt to stay on the starboard lay line while close hauled required us to tack not once, but twice, to round the mark. On our second tack near the marker buoy, because of intersecting traffic with right-of-way, we were almost dead in the water. To account for leeway, we might have extended our second windward leg beyond the marker, allowing us to stay above the lay line in clean air and maintain speed with no additional tacks. Obviously, it's a judgment call, depending on the strength of wind and current and the behavior of other boats, as to how far to sail past the marker to accommodate leeway on the next leg. At our level of experience, we might have had five different opinions, but the important thing is to be aware of and anticipate leeway.

5. Know right-of-way rules

Knowing which boats have right-of-way is critical throughout the race but especially so when everyone is jockeying for position at the start line. According to the ISAF Racing Rules of Sailing (<http://www.sailing.org/documents/racing-rules.php>), boats on starboard tack have right-of-way over those on port tack, unless they are overtaking the latter. Obviously then, crossing the start line on a starboard tack is preferable, provided it is the shortest distance to the upwind mark. We crossed on a port tack and had to dipsy doodle around a few starboard-tack boats, not exactly the best strategy for maintaining speed.

On another occasion while on a starboard-tack broad reach during our downwind leg, we were on a collision course with another starboard-tack yacht several boat lengths downwind of us. After a brief discussion about which of us had right-of-way, Jim decided to duck behind them, and one of our crew commented, "It was the gentleman thing to do." According to the Rules, it was also the correct thing to do: when two boats are on the same tack, the downwind vessel has right of way. Considering the number of yachts involved in the Swiftsure and how close they pass on intersecting courses, often within a half-boat length, it wasn't surprising to hear from an official that two had collided near the start line.

6. Practice before the race

Tacking, gybing, and fine-tuning sails require more than a half-hour of practice. Admittedly, our teamwork got better as the race went on, but some practice time on the water prior to the race would have been helpful. This was especially evident at the beginning of our downwind leg when we discussed whether to fly the spinnaker. Our ground speed was 10 knots, the fastest thus far, partly due to the flood current. We couldn't decide if the spinnaker would improve on that. The fact that two other boats, one in front and one behind, had fouled their spinnakers added to the uncertainty. So we continued on a broad reach with the main and jib for another 15 minutes until we noticed that the boat in front of us had cleared their chute and started to pull away. Paul, having the most experience with spinnakers, had ours flying in short order. We were now making 11 knots so the choice was a good one. As we got close to Discovery Island, the downwind mark, we noticed a large cluster of boats all flying spinnakers a mile or so ahead. We couldn't figure out why they were continuing so far on the downwind leg when our chart showed safe water closer to the island. So we altered course to a run, sailing wing on wing briefly until an accidental jibe put us on a better heading. We continued at a good clip, got the spinnaker down without too much mayhem, and headed for the finish line.

Four hours after our start, we were sitting in the cockpit with well-earned libations, discussing things we did well and other things not so well. Taking the shortcut at Discovery Island was definitely a smart move. If only we had gotten a better start, not made unnecessary tacks, and deployed our spinnaker sooner, we might have done better, maybe even come in first. No worries, at the moment we all felt like winners. Which brings me to my concluding comment: while crossing the finish line first is commendable and no doubt a rush, having fun on the water, developing camaraderie, improving skills, and doing your best is the real meaning of "winning."



Have your flares expired?

If your flares have a manufacture date of 2011 or earlier they have or will expire this year. You can't light them, throw them in the water or in your household garbage to dispose of them.

Disposing of expired flares has been an ongoing dilemma for boaters across the country. To help boaters dispose of expired flares in a safe and environmentally responsible manner CPS-ECP and selected CIL Dealers are hosting Safety Equipment Education and Flare Disposal Days. On these days, you will be offered the opportunity to learn about required safety equipment and you can bring your outdated flares to be properly disposed of, free of charge.

In accordance with Transport Canada requirements, flares are approved for four years from the date of manufacture. Typically, this means that boaters need to replace their flares every third or fourth boating season. If they have a manufacture date of 2011 or earlier they have expired or will expire during this boating season, boaters are required replace them... it's the law!

There are four types of flares: Type A – Rocket Parachute, Type B – Multi-Star, Type C – Hand-Held, Type D – Smoke Signal. For further information on the different characteristics of each type, and the quantity required for your vessel, please refer to the Safe Boating Guide at: www.boatingsafety.gc.ca.

For a list of Safety Equipment Education and Flare Disposal Days and locations visit: www.cps-ecp.ca or call 1-888-CPS-BOAT.

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EGG SCRAMBLE IN A CHEDDAR HASH BROWN CRUST

Katherine Haslam, Montreal Power and Sail Squadron

INGREDIENTS:

3 cups shredded hash brown-style potatoes
1 cup cheddar cheese, divided
8 eggs, divided
1 small tomato, diced
1/2 an avocado, diced

PREPARATION:

Mix hash browns with 3/4 cup cheese and 2 of the eggs which have been lightly beaten. Press the mixture into well greased base of Omnia oven.

Pour 6 lightly beaten eggs on the crust and cook on medium-high for 15-20 minutes until eggs are set and crust is browned. Top with remaining 1/4 cup cheese and replace Omnia lid until cheese is melted.

Serve warm topped with chopped tomatoes and avocado. A few drops of hot sauce makes a spicy addition too.

Makes 4-6 servings.



< Scan this QR code to bookmark recipe and notes

Summer Reading

by Joan Eyolfson Cadham

It's all so easy now, with modern boat-building materials, updated charts, electronic navigation. So, what better time than summer to read about the days when boating was just a little tougher?

Here's a good place to start: "Mention the words 'sea disaster' and the first image that comes to mind for most people is that of the Titanic going down... the Lusitania, torpedoed... Yet, between these catastrophes, there was a Canadian maritime disaster equally horrendous, which has been largely forgotten, "The Empress of Ireland..." This is one of the marine stories from the book that, in 2006, Ed Butts called, simply, *True Canadian Disaster Stories*. Not all marine disasters, but 295 pages of solid reading. ISBN 1-55267-760-0.

Shipwrecks & Seafaring Tales of Prince Edward Island, Julie V. Watson, 2001, Nimbus Publishing, ISBN 1-55109-368-5 narrows the field. Using years as chapter headings, and beginning in 1534 with Jacques Cartier, Watson creates 180 pages of harrowing stories and apologizes for not relating many more. Here's a sample: "On October 3, 1851, the northern waters of Prince Edward Island were whipped into a turmoil. The waters frothed in a storm – induced frenzy, tossing fishing craft like twigs. Even as they fought to save their own crafts, seamen paused in their battle when a strange, bright light suddenly appeared. As they watched in awe, the glowing apparition became visible as a schooner, described by many who saw her as burning from bow to stern..." This is a very different island than the one you found in Anne of Green Gables. Third one. Also narrowing the topic: **J. Mumford's Dangerous Waters: Tales of the Sea, Zebra Publishing, 2008. ISBN 978-0-9736297-2-9.** Ten stories, Mumford's personal accounts of serving as a radio operator with the Merchant Navy 1942-1947. The first story, a landlubber's experience with sea-sickness, is a masterpiece.

Night Watch: An Em Ridge Mystery, Book One, Linda Hall, 2014, Alexandria Publishing Group, ebook ISBN: 978-0-9877613-6-1;

Print ISBN: 978-0-9877613-7-8

The first bit of good news is that *Night Watch* is the first book in Linda Hall's suspense/mystery series. The second bit of good news is that the second book in the series, *The Bitter End*, will be released by this fall.

Linda Hall SN is one of very few lady SNs in CPS-ECP. She holds a full Certificate as well. She has marked Off Shore Cruising, served as the Publicity Bridge Member for Fredericton Squadron and edited the newsletter for a number of years. She and her husband, Rik, spend most of their summers aboard their Canadian-Registered sailboat *Mystery* where Linda is comfortable with the radar, chart plotter and all manner of things involved with running the vessel. She knows about boating. She is also a journalist and freelance writer with a long list of novels, most of them having something to do with the sea. This combination might explain why the first of her Em Ridge mysteries is a three-cups-of-coffee page-turning all-nighter.

The plot? As Linda Hall said during an interview, "For yacht delivery captain, Em Ridge, having a billionaire's daughter go overboard on her first captaining job is not a good beginning." There's also the problem of the crew member who came on board with a distinguished resume but who seems to have difficulty in performing the simplest nautical tasks. To unravel the plot in a review would be a disservice to readers – though on my second time through the book I realized that all the clues were in the proper places. Enough to say that there's also smuggling, art theft and missing children involved – and all of it totally believable. Perhaps the journalism background might get the credit for the authenticity. The solid storytelling? Maybe it's in a sailor's genes.

Ecosystem Series, Karen Patkau, six titles, 2012 to 2014, Tundra Press.

"My parents reduced, reused and recycled before we knew the words," said a friend recently. "They didn't

replace anything until it was entirely worn out and then old clothes were turned into patchwork quilts. We are the throw-away generation, beginning with Kleenex and disposable ballpoint pens and razor blades and now including almost everything."

But the children of early settlers grew up with Canada's British-published history book which chided the hunter-gatherer First Nations for wasting the land, while the same book lauded European settlers for finally making proper use of it by cutting down the trees, getting rid of the buffalo, and building farms. Not surprising, then, that it was an easy leap to city sewage systems that discharged directly into the local rivers and lakes, and, by the 1960s, scientists advised prairie farmers to upgrade their practices by draining all the sloughs, cutting out all the brush, and planting road line to road line. Over the past last century, we have managed to foul our inland waterways, fill the oceans with trash, and create a landfill crisis.

Karen Patkau's six *Ecosystem Series* books explore the value of spaces that we North Americans once considered "wasted" – the prairies and swamps – and also looks at why humans, as much as animals, need reefs, icebergs, jungles and desert. The books are recommended for young people, ages 7 to 10, but the lavish illustrations should appeal to younger children and the wisdom behind the text is multi-generational.

There's a pattern to the series. *Who Needs a Reef* begins with the beauty of a coral reef, moves to how reefs are formed, covers life and death – who eats what and who gets eaten. In all the books, the text morphs away from plants and animals into the grole that a reef plays in the lives of all of us humans.

The case for reefs is made as a shoreline protector, as a supply of food for humans, a source of medicinal ingredients and an economic driver as a tourism destination.

Each book ends the same way. "Who needs a – ? We all do."



James R. Hay, JN
Lake St. Louis Power and Sail Squadron

During a recent hospital stay I had some time to let my mind wander. One can only spend so much time watching the hands go around the clock face and the nurses are busy so conversations with them tend to be short. When you don't have visitors you have time to think. What better topic than the cottage and the coming summer as well as past ones?

One of the issues which comes to mind is whether we have everything we need at the cottage should things go wrong. Sure, you get situations like the time when George became a red beacon in the sun but what about the other mishaps? Is the first aid kit up-to-date? What if more than first-aid is needed?

One interesting summer I spent a week with my eye patched. That might not have been a problem had it not been my good eye. On a typical clear, hot summer day I went for a swim and since I'd already been in the water and knew it was warm I simply dove off the dock. When I came to the surface I realized that something with my eye didn't quite feel right. I finished the swim and, since no one could see a problem, we decided to take the twenty minute trip to the clinic in the nearest town.

The doctor found a small scratch and, learning that was my good eye, promptly put on a patch and told me to return in a week. He led me back to the waiting room and my waiting father and we returned to the cottage. A week later, the doctor removed the patch and declared all well. It was none too soon for me; I was tired of not being able to see although, somehow it was less frustrating at the cottage where the sounds of summer could distract my mind.

That was one unexpected problem. There was also the time I was in the water repairing the dock and stepped on a nail. Old running shoes don't offer much protection against a four-inch long nail protruding through a board lying in wait on the bottom of the lake. That warranted a trip to the local hospital for a tetanus shot – the nail actually missed everything including

blood vessels in my foot. Nurses in country hospitals are practical. While the doctor hadn't closed the door to the examining room, the nurse did so before giving me the shot, with the comment that she didn't figure I needed to be on display while exposed in a somewhat compromising position.

George, too, has had to deal with inadvertent meetings with broken glass, encounters with the sharp edges of zebra mussel shells and the like. He found that keeping the local doctor's phone number available is a good idea. Country doctors often do stitching without sending you to the emergency ward. Having someone at the cottage who is good at first aid is usually a good idea since medical help is usually several miles away – sometimes by boat and car.

There was the time George was on all fours looking to see why the floor was feeling weak when he suddenly found himself in the crawl space. Happily a small bandage dealt with the tiny cut. His pride was more seriously wounded and some work was required to replace the rotten floor joists – the renovation project had just grown.

Then there were the yellow jackets. Work was proceeding on the renovations when they appeared and George realized one had landed on his hammer head. Discretion being the better part of valour, George decided not to trust his aim to hit the nail with the part of the hammer head where the wasp landed – yes, right on the face of the hammer head. He stopped in mid-swing and waited for the unwanted creature and its companions to depart.

Oh yes, don't forget the obligatory bag of frozen peas which can do wonders for taking the heat out of burns as well as helping with various sprains, strains and pains.

It all made me think – maybe the local Squadrons should talk to the local St. John's Ambulance group about a seminar on first aid for the boater or cottager.

May you all have a safe, happy and accident-free summer.

NIAGARA FALLS

October 21-24, 2015



WHAT TO DO IN NIAGARA

On Wednesday there is a city tour which will take in the area around the Falls with a stop on the way to allow photographs near the brink. Then back down river to the Bird Kingdom, a world class tropical adventure is the largest free-flying indoor aviary in the world. More than 300 birds make their home in this multi-level rainforest. A 40-foot waterfall, tropical plants, and hundreds of birds from around the world put on a show for the public. Many of the 80 species of birds living at Bird Kingdom are endangered or threatened in the wild. A walk through this tropical wonderland which has a myriad of exotic birds flying around the foliage as you walk through the pathways takes 45 minutes.

Being driven down river you will have a brief stop at the Spanish aero car which crosses the huge whirlpool as the river takes a massive turn. The views from the aero car are quite unique as you are suspended above these roaring waters.

Onward to the Butterfly museum which has a huge collection of butterflies that will land on your fingers. You can view the butterflies leave their pupae and prepare to take their first flight! The Butterfly Conservatory is located on the grounds of the Niagara Parks Botanical Gardens. Over 2,000 butterflies, made up of 45 different species, call this beautiful space home. Explore 180 metres of pathways winding through a lush, tropical environment. Not far from that stop which takes 45 minutes you will pass the old hydro generating station, still in operation which runs day and night on water collected overnight into a huge reservoir, when the falls are virtually shut off during nighttime and the water is diverted underground to the reservoir. Just past this building is a masterpiece of floral in the shape of a working clock face. You next pass General Isaac Brock's statue, rather like Nelson's column, overlook-

ing the battlefield in which he fell. Niagara-on the-Lake is next, with a chance to stretch your legs again and walk the streets of this historic town.

Thursday has two tours. In the morning it is a trip aboard the brand new Hornblower catamaran which takes you right up close to the cataracts, a memorable experience. There are two brand new vessels that have replaced the older Maid of the Mist vessels that now operate from the American side of the river. If you were here in 1999, the last conference that Niagara District hosted, these were the vessels you boarded all those years ago. You will in all likelihood be able to photograph them as the two companies operate simultaneously in the waters beneath the Falls. Coupled with this tour is a 15 minute walk to the elevators that take patrons down to a walkway that allows you to view the falls from behind the cataracts.

In the afternoon a winery tour is planned for two wineries with tastings and a Grand Tour at one of the two wineries. The tour includes a 90 minute sightseeing stop in Niagara on the Lake where you would have enough time to take in some of the local hostelrys or shop at the many boutique establishments, or simply enjoy an ice cream cone as a tourist. Listen for the chimes of the clock located in the centre of the main thoroughfare!

Friday's tour is a split tour where couples can perhaps enjoy their respective interests. A bus will take the ladies to a new open air mall Outlet Collection at Niagara with 100 plus stores. Perhaps as an enticement for the men will be the recently opened Bass Pro shop.

The other half of the tour takes in the Lock Three Exhibit of the Welland Canal, part of the St. Lawrence Seaway. If you have never seen or understand how locks work this is a must see.

Don't wait, register today!



AGM NIAGARA

at the Hilton Hotel and Suites Niagara Falls/Fallsview • October 21-24, 2015

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Wednesday Excursion

City Tour (4 hours) including Butterfly Conservatory and
Niagara Bird Kingdom _____ x \$89 = \$ _____

Thursday Excursions

Cruise beneath the Falls on the new "Hornblower" _____ x \$40 = \$ _____

Winery Tour and visit Historic Niagara-on-the-Lake _____ x \$65 = \$ _____

Friday Excursion

Tour lock #3 Welland Canal to see ships locking through
and a visit to the new Outlet Collection at Niagara Mall _____ x \$45 = \$ _____

TOTAL = \$ _____

*Early registration rates apply if received on or before August 19, 2015

PAYMENT INFORMATION

☐ Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2015. Note: Post-dated cheques will not be accepted.

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After August 19, 2015 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 12, 2015 are accepted with no penalty. From September 13, 2015, all cancellations are subject to a \$35 administration fee per person. After October 10, 2015, cancellations will be partly refunded only if other conference participants register to take your places.

