

# The Port Hole

SPRING 2014



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Photo: Don Butt, AP



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

**L**ast year's winter in Canada? Arctic Air Mass. Polar Vortex. Extreme Wind Chill. So where is global warming? 2013, early 2014 headlines? Shrinking polar ice caps. Floods in Calgary and Toronto. Tennis championship games called in Australia because of heat? Talk of record-setting droughts this year in Arizona, Nevada and California. What's that about?

Perhaps we are all suffering from an advanced case of terminology confusion. David Phillips, Canada's senior climatologist, says that the more effective term is "Climate Change." And climate change isn't one week of record-breaking temperatures. It's the reality that there had never been a recorded storm front that covered such a large part of North America, from Canada down to the south east USA, beginning last December, and that remained stationary for so long. Meanwhile, Arizona, Nevada and California had never recorded such extended droughts and the snow pack in the Sierras, a major water supply, was down to eight percent of normal.

But what if it isn't about greenhouse gases and carbon emissions, tar sands and over-reliance on petroleum? What if it's just cyclical? 6000 years ago, maybe there was climate change. But then, who cared? We knew how to read the weather, and we followed the seasons, following the herds all spring and summer, going where necessity took us, collecting and storing supplies during the autumn, and spending our winters around the cave fire, painting the walls, sewing our furs, fashioning tools, eating our stored dried food, and telling stories. We didn't need to cover 75 km twice a day to get to and from work. We didn't need to get to the mall, no matter what the weather extremes, to forage for food at least once a week year round. We didn't need to plan a novice sailors' on-the-water practice day, or a weekend cruise for our squadron members.

Dave Phillips says that, whatever the cause, when humans disturb the environment, they create climate change. When we move onto grassland and turn it into crop land, when we build cities and pave them over, we create climate

change. Cities are hotter than rural areas because the pavement absorbs the sunshine. It doesn't reflect it. When we pave over cities, there's nowhere for rain to soak in. We create floods that our storm sewers can't handle.

Jerry Brown, Governor of California, has caught on. "I think," he said, "the drought emphasizes that we do live in an era of limits, that nature has its boundaries." Climatologists in Arizona hit on something, too. "In absolute terms, the ongoing dry spell is not yet as severe as the Dust Bowl of the 1930s, but the impacts have been relatively severe because the demands that people place on the water supply are so much greater now than they were back then."

If we don't know for sure what's happening, we can't fix it, so let's forget about? Not possible, for one simple reason. The cost. Insurance claims from extreme weather in Canada in 2013 came in at 3.2 billion dollars. One of Canada's largest property insurance companies says premiums will rise 15 to 20 percent. And when we're tallying up costs, let's go beyond replaceable dollars and consider the human costs beyond the obvious ones of personal loss, challenges with sustainable agriculture, and municipal budgets destroyed following extreme weather clean up. What about the little pleasures? What about not being able to properly plan race day courses, or the summer cruise when, Dave Phillips admits, it's getting progressively harder for meteorologists to provide accurate seven-day forecasts.

We might not have caused it. But we are all living with it, and it's up to all of us to do what we can to slow it down.





**Robert Pepin, AP, National Executive Officer  
Lanaudiere Power and Sail Squadron**

**T**here is so much to be said about what goes on in our organization. This being my first article as National Executive Officer, I have chosen to tell you about a great program, the Recreational Vessel Courtesy Check Program (RVCC).

Let's first say that the RVCC program is meant to offer a safety inspection service by trained volunteers and it is supported by Transport Canada. I look at the RVCC program as not only a service to boaters, but also an excellent opportunity to promote what we do best, teaching safe boating.

When asked about his experience, Dale Holland AP, the current National Coordinator, said: "When I check vessels under the program, it is amazing to notice the number of experienced boat owners who have a misunderstanding of their carriage requirements. Spending just a few minutes is significant for them by going over the specifics and explaining how the Transport Canada Office of Boating Safety interpretation of the legislation applies to them. Another side benefit is having the boater actually locate all the safety equipment. As we all know, boats have only so much storage, and often safety gear is stored where it fits, and not together, but should be easily accessible in an emergency. It sometimes helps doing this with the boat owner."

RVCC volunteers are trained to Transport Canada standards, and spend their time conducting the checks at no cost to the boater. We consider this just another method of fulfilling our Mission.

John Gullick, Manager of Government and Special Programs is our key person at the National Office and is responsible for implementing the proper controls on the program. After compiling the program's information for 2013, John indicated that many of the RVCC project objectives were achieved but the most important one was not. Indeed, we had hoped to conduct a minimum of 3000 courtesy checks this past boating season, but by the end of the year we had only completed 1593, even though we had more volunteers trained and registered than in previous years. In fact, our objective for 2013 was to have at least 150 volunteers and we had 183

across the country, most of which were highly concentrated in Ontario, with 135 volunteers, followed by British Columbia with 24 and Québec with 17.

Of note, the 1593 completed RVCC inspection forms received at the end of November 2013 at the National Office was an increase of 3.3% the previous year. There were 1054 inspections of vessels under 9 meters in length which is 66.2% of the total. There were 902 first time inspections which was 60.6% of the total. These inspections were geographically concentrated in Ontario with 1218 inspections, British Columbia with 275 and Québec with 67.

With the exception of Ontario, the results are way below expectations. I strongly believe that by not participating in this program, Squadrons are missing a fantastic opportunity to promote their activities and course offering. RVCC inspections generally take about 30 – 45 minutes to conduct and we provide the boater with a free service that adds real value to their boating experience as a result. At the end of each inspection there is a golden opportunity for each volunteer to talk briefly about CPS-ECP, who we are, and what other training and supportive boating activities we can offer to them. One of the very active volunteers in Ontario I know well always says "... AND IT IS FUN".

In 2013, the most active District was Western Ontario with the Tillsonburg Squadron being the most active. The top volunteer was Peter Barbour from the Tillsonburg Squadron with Doug Robinson, also from Tillsonburg being a close third. James A. White from the Vancouver Squadron was the second most active RVCC volunteer.

Congratulations to all of them for a job well done.

My wish for 2014 is to achieve a higher level of success in the RVCC program. Chair Dale Holland is working with Marketing Chair Jill Dennis-Raycroft to make that happen.

In 2014, if every Squadron would complete a minimum of 25 RVCCs in their area, we would then be able to reach almost 4000 inspections and therefore more than double the number completed in 2013, and that would create so continued on page 41



## Canadian Power and Sail Squadrons

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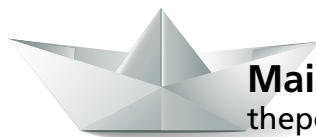
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Jim Hay, JN,  
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Bradley Schmidt

**Published 4 times per year:**  
January, April, July and September.  
Copy deadline is ten weeks prior to  
publication. Editorial copy and  
correspondence should be sent to  
theporthole@cps-ecp.ca

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

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

**Executive Director**  
Walter Kowalchuk



**Mail Call**  
theporthole@cps-ecp.ca



### Flags, flags, flags

Is your Squadron or District celebrating a milestone year of 50 or 75 years? Why not show this in your pennant with an anniversary edition.

A new Squadron or District flag, or a change to an existing design, must be approved at a General Meeting of the membership of the said Squadron or District, minutes of which are sent with an e-version mock-up to the Chair of the Awards, Flag and Protocol Committee for review. Providing all criteria are met, the application is then forwarded by the committee to the National Secretary for final approval.

For new flags or any changes other than an anniversary edition, a full description of the design and its significance to the Squadron or District (i.e. historical, geographical, etc.) must be included. The suggested size is 10" x 15". Samples will soon be available online to facilitate your e-version mock-up.

Not sure how to correctly fly flags? Check out the CPS-ECP members' site—publications – How to Fly Flags.

For more details contact the Awards, Flag and Protocol Committee Chair via the National Secretary at ns@cps-ecp.org

Linda Hamilton  
Chair of National Awards, Flag and Protocol Committee

Dear Editor:

I read with interest Bill Fehr's article in the Feb 2014 Port Hole. In recounting his overboard mishap, his prologue states that he had "all necessities, much of which is legally mandatory" on board. This is not the case. Transport Canada regulations clearly state that you must have a reboarding device "If the vertical height that must be climbed to reboard the boat from the water (freeboard) is over 0.5 m (1'8)". He states that "My boat sides are about three feet above the water". So he clearly did not have all the necessities.

With all the sailboat and power boats we have owned, we have had a swing down boarding ladder at the stern. What is important is that a buoyant rope be rigged that allows one to pull the ladder down easily if in the water.

Ian McGibbon



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many additional opportunities by talking to at least that same number of boaters face to face about CPS-ECP. Some Squadrons have really embraced this simple but valuable program and complete well over 100 inspections each. Just think what we could accomplish if all Squadrons did this and just think of all the potential new students and members that we might be able to reach.

John tells me the material is already available to offer this program again this year and new stickers are available. Many of you already have the forms as there have been no changes from 2013. There is also a 15 minute training video available at [www.smartboater.ca/rvcc](http://www.smartboater.ca/rvcc) and you can just click on Watch Video to view it. The video can be downloaded as can a Declaration form so that you can confirm your involvement.

Chair Dale Holland AP, will be assisted this year by the following regional coordinators: Jerry Powers SN, from Vancouver Squadron for British Columbia, Jean-Pierre



Marcotte from the St-André Squadron for Québec, Mary Ridgewell AP from the Alderney Squadron, for the Atlantic District and Dale himself from the Price Edward Squadron will remain coordinator for Ontario.

Please feel free to contact them for more information.

## CPS-ECP initiates one time membership cards for all members

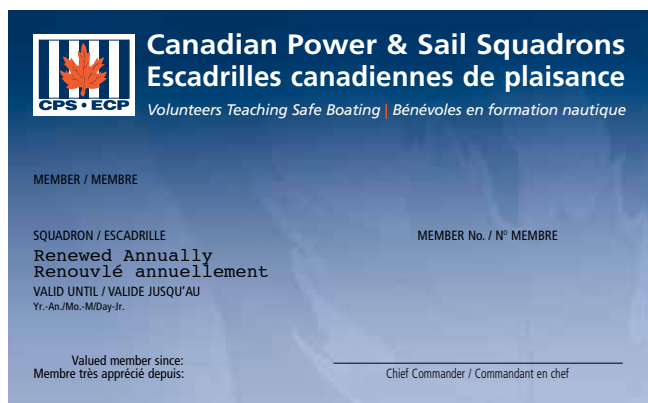
### Jim Brown, S National Administrative Officer

As our world moves more and more into the electronic age, the tools used for personal identification and association at various levels are dramatically changing. Internet access, as a source of information and identification and as the tool for e-commerce has taken over the need to have personally issued cards as identification or association. Now, and into the future, the need for individuals to have a card of any sort in their wallet for these purposes is rapidly decreasing.

This same trend is being experienced by CPS-ECP members. Annually, CPS-ECP members have had a new membership card issued to them upon renewal. For the huge majority of members it is never used in any tangible way and it has become unnecessary to dedicate scarce resources to producing annual membership cards. However, the importance of having a membership card as a symbol of belonging to CPS-ECP is valued and is not to be lost in our changing world.

Beginning in 2014, membership cards for CPS-ECP members will be issued on a one time basis.

- Current members renewing in 2014 will be issued one more membership card this year that they will retain for the balance of their tenure as members of CPS-ECP. In future years beginning in 2015 no new cards will automatically be issued at renewal.
- Members who achieve Life Membership will be issued a



special Life Members Card at the time they are awarded life membership.

- New members to CPS-ECP in 2014 will be issued the one time card at the start of their membership which they will retain for the entire tenure of their membership.
- Should a member misplace his or her membership card a replacement can be ordered from the National Office.

On a few occasions members may need additional verification of membership for some specific or individual reason. On these occasions members may contact the National Office and our staff will assist members on an as needed basis. As well, over the next few months we will be researching and developing a number of tools that can be accessed by members through their individual profiles in the CPS-ECP member's website for this reason.



**John Gullick, AP  
Manager, Government and Special Programs**

**Every year boaters ask me and many of our CPS-ECP members what they can do at the beginning of the boating season to be well prepared?**

Each season thousands of boaters go out on the water without the proper safety equipment required by law. This equipment can be of great benefit and comfort and can mean the difference between a great day out on the water and a potential disaster.

**As a CPS-ECP member what can my Squadron and I do to help?**

Consider becoming a Recreational Vessel Courtesy Check (RVCC) volunteer. The RVCC is a totally free voluntary service and is conducted without penalty if a deficiency is found. You simply complete the provided form with the boater and advise them of any outstanding requirements and offer a re-inspection when the boater has added the needed items.

**How can I become a RVCC Volunteer?**

There is a Training video and Declaration form available on line in French and English. Simply go to [www.smartboater.ca/rvcc](http://www.smartboater.ca/rvcc) and click on Watch the Video. When you have done so complete the attached Declaration indicating that you have viewed the video, understand its contents and have no

further questions. Then work with other RVCC volunteers in your Squadron to conduct RVCC inspections. Forms, compliance stickers and other CPS information material are available to be ordered through your Squadron. They may already have some of these materials on hand.

Becoming an active RVCC Squadron and volunteer will give you an opportunity to offer a valuable service to all recreational boaters regardless of their vessel of choice. It will also give you an ideal opportunity to talk to other boaters about CPS-ECP, its courses and other activities.

You can inspect vessels that are in or out of the water. You can tell boaters what is required and give specific information about each item, what items are best for specific vessels and boating conditions and even how to properly use certain items or what additional training might be available.

You can also talk about PFDs, Sail Plans, Alcoholic Beverage Consumption while on board and Pre Departure Check Lists.

Get your Squadron involved if that has not already happened. It is a fun activity and can be very rewarding for CPS-ECP members, Squadrons and all those other recreational boaters who participate.

## Stand Up Paddleboards

Transport Canada, like the United States Coast Guard, classifies Stand Up Paddleboards as human powered vessels when they are being used for navigation. When being used within the surf zone for surfing activities, these requirements are not in force. When undertaking a trip or circuit such as a group crossing or solo outing, this is considered navigation.

As human powered vessels, Stand Up Paddleboards are subject to all carriage requirements, including lifejackets.

There must be one Canadian approved lifejacket or personal floatation device available on board and available for immediate use. There are many PFD options available for ease of use, such as waist-pack inflatables (a popular choice among competitive rowers, who are also short on space and require a broad range of movement) or low profile paddling vests.

While Transport Canada has received many requests for the consideration of a leash in lieu of a PFD, it does not recognize the leash/paddleboard combination as a floatation device. The department has received many inquiries from Stand Up Paddleboarders regarding Section 4 (Substitute Safety Equipment) of the Small Vessel Regulations. This part is intended to provide like-to-like exemptions, for example for police marine units to make use of tactical PFDs, or for small commercial charter vessels to carry high buoyancy PFDs in place of small vessel lifejackets.

Transport Canada supports leash use, but not as an alternative to a lifejacket or personal floatation device.

--From the Transport Canada website, [www.tc.gc.ca/marine-safety](http://www.tc.gc.ca/marine-safety), posted July 31, 2012





**Bradley Schmidt**  
**Markham – Agincourt Power and Sail Squadron**

“Turn the radio up for that sweet sound, hold me close never let me go. Keep this feelin’ alive, make me lose control.” It was the summer of 1988. I wasn’t quite nine years old but somehow even today, whenever I hear the chorus from the Eric Carmen song “Make me Lose Control” I am transported back 26 years to the base of Mississauga Street in Orillia, Ontario. I am standing in the hot sun between Branch 34 of the Royal Canadian Legion and the long since closed John Dory’s Seafood watching the boaters come and go. It was the hottest song that summer and I suppose it was befitting that it was booming out of the speakers of the hottest car that summer, a white Pontiac Fiero that was drawing enough attention around town that my mom made me commit the licence plate to memory, 550 HMX, just in case she felt like reporting it to the police.

Recently I purchased an Evinrude 3hp Lightwin folding outboard motor from the 1960s to be used and displayed with the Nomad camping trailer / boat combo that I will finally be debuting this summer. As I daydreamed about an idyllic summer morning putting around a calm lake I found myself most looking forward to the familiar smell of the two cycle exhaust burbling from the stern of the boat.

It was then that I started reflecting on the importance of our sense of smell and the power of music to form and bring back memories. What does it for you? Does the combination of fibreglass and beer nuts conjure anything up for you? For me that’s the Toronto Boat Show, a rite of passage in my family for years. How about the slightly pungent smell of

Spar Varnish together with the lighter odour of paint thinner? For me that’s hours of maintenance of the wood bits on my family’s old boats. If those smells aren’t familiar to you, what about the rhythmic “ching-ching-ching” sound of halyards hitting masts in a marina? What about the whining “click-click-click” of a winch pulling a boat back on its trailer? I know it’s cliché, but Enya’s “Sail Away” played seemingly on repeat the first time I went sailing on Lake Ontario and it has a way of taking me back every time I hear it.

If you haven’t figured it out yet, these are the ramblings of someone who is desperately looking forward to Spring. Winter has us so firmly in its grip as I write this that my daydreams have become “High Definition” complete with sounds and smells!

It’s been a Jet Set tradition for me to lay out some goals for the year in each Spring issue, so here goes. In summer 2014 I will (finally) debut the Nomad – expect a feature article to that end. In 2013 I got a thrill out of finding some landlocked lakes and campsites on Crown Land, including one affectionately known as “Little Cuba” because of its white sand beach. In 2014 I will return, this time with a boat of some kind in tow, and I promise some images and details. “The Family Truckster,” my trusty 14’ run-about got traded in on a larger aluminum bowrider, a 16’ Spectrum with a 60HP outboard and a 4hp kicker motor in 2013. I am looking forward to sharing my adventures in this boat with all of you, stay tuned.

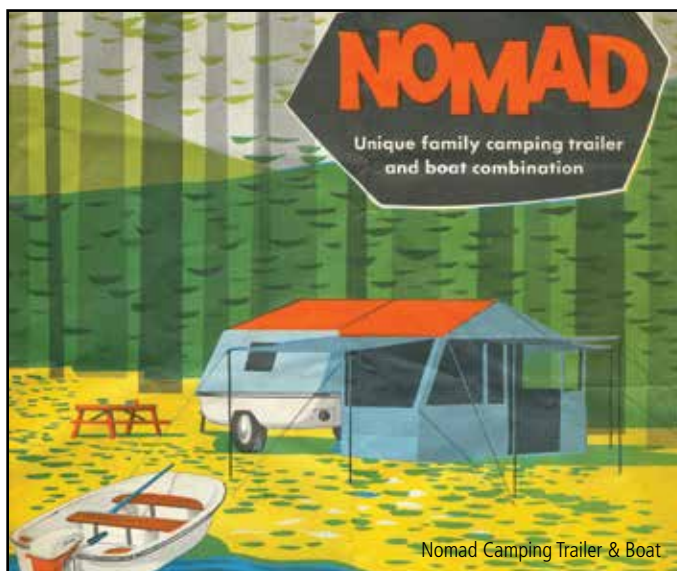




Photo: Vanessa Schmidt

# Green Boating

Susan Rollinson, editor, *The Yardarm*, Bay of Quinte Squadron

Looking for ways to be more eco-friendly when you're out on the water? The following 10 product and operation tips will help minimize your impact on the environment, while maximizing the efficiency and performance of your boat.

1. **Choose green products:** Look for the EPA-certified "Design for the Environment" DfE label, which assures you that the product has minimal environmental impact and is safer for the person using it.

**Benefit:** Safer products. Reduce water pollution.

2. **Use the right prop:** Use a prop with the right pitch so your engine reaches its designed wide-open-throttle RPM. An adjustable-pitch propeller allows you to dial in the optimum pitch angle in single degrees. Modular props let you swap props while keeping the same hub.

**Benefit:** Reduce fuel consumption, improve performance.

3. **Don't push water:** Install and use trim tabs or hydrofoils. Most planing powerboats can improve hole-shot acceleration or reduce fuel consumption with properly adjusted trim tabs and hydrofoils. Keeping on a plane at lower engine RPMs can extend your range and reduce your time on passages.

**Benefit:** Improve boat performance and save gas.

4. **Keep the bilge clean:** Avoid the accidental discharge of oily water by using a sorbent in each bilge area. Consider a bioremediation product designed to convert hydrocarbons into safe compounds.

**Benefit:** Safer products. Reduce water pollution.

5. **Retire that 2-stroke outboard:** Although it may be possible to get a few more years out of your old-technology outboard, you'll be much happier with the reduced noise, fumes, fuel consumption, and pollution of a modern injected four-stroke outboard. For an even quieter ride, try an electric outboard.

**Benefit:** Save gas and reduce water pollution.

6. **Recycle your lead-acid batteries:** 12V batteries are among the most recycled products in the world.

**Benefit:** Save money and conserve resources.

7. **Use an autopilot:** Modern autopilots can steer better than most helmspeople – and they don't have a limited attention span.

**Benefit:** Reduce fuel consumption

8. **Recycle your monofilament fishing line:** Research recycling programs near you.

9. **Eat responsibly harvested seafood:** Choose sustainable seafood at restaurants or grocery stores to ensure fish stocks are plentiful for your children and for generations to come.

10. **Prevent fuel spills and reduce fuel usage:**

- Use or install a device to prevent overboard discharges from your tank vent.
- Slower speeds on the water reduce fuel usage.
- Proper use of trim tabs reduces drag, especially while accelerating up to planing speeds.
- Minimize the amount of time you idle at the dock.
- Minimize the use of onboard generators.
- Use dockside electrical power in lieu of generators.
- Have a float plan so you know exactly where you're going.
- Make sure the hull is clean.
- Don't under-power your boat. It's important you have enough motor to handle the load.
- Check your propeller. If your boat is slow "out of the hole" or lacks top-end speed, you might have the wrong propeller.
- A well-tuned engine uses less fuel.
- Use the grade of gasoline specified by the engine manufacturer.
- Visit [DiscoverBoating.ca](http://DiscoverBoating.ca) for more helpful tips on reducing fuel usage.

**Benefit:** Save gas and reduce water pollution.

- See more at: <http://www.torontoboatshow.com/features/boat-buying-tips/#boat-buying-tips-video>



# Canadian Safe Boating Council presents 2013 awards

CPS-ECP as an organization and Randy Johnson of Brant Squadron, as Volunteer of the Year, were included in the 2013 list of Safe Boating Awards presented in January to four individuals, five organizations and one municipality.

The CASBA award winners presented with their plaques at the annual gala in Toronto were:

**Safeguarding the Environment** – The Town of Oakville Ontario for achieving the prestigious Clean Marine 5 Diamond award for their ongoing work related to environmental sustainability in both the Oakville and Bronte Harbours.

**Marine Professional of the Year** – Ken MacDonald of Midland, ON for career long contributions to boating safety on and around Georgian Bay.

**Visible Personal Flotation Device (PFD) Wear in Advertising** – Yamaha Motor Canada for its continuing commitment to featuring lifejacket wear as a normal part of the boating tradition. Yamaha first won this award in 2007 and has continued to be a leader in promoting life-jacket wear.

**Special Recognition Award** – Canadian Tire Corporation for their support of the Canadian Safe Boating Council's 5 Key Messages during Safe Boating Awareness Week 2013 through their weekly flyers and nationwide in store signage.

**Special Recognition Award** – The Canadian Power and Sail Squadrons in recognition of 75 years dedicated to boating education and promoting safety on the water.

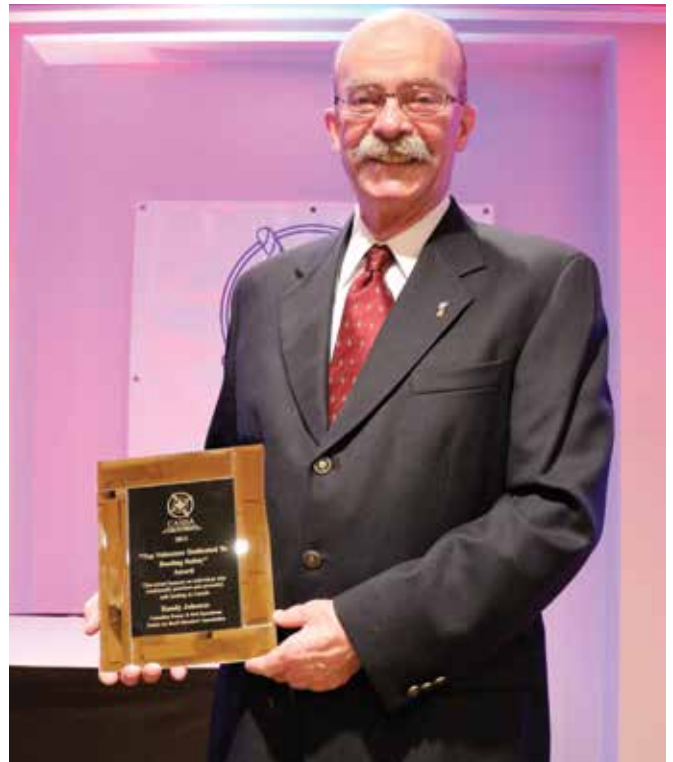
**Ontario Power Generation Best Boating Safety Initiative** – Aquanaute Training Centre, for their annual "Rendez vous Nautique" event designed to embrace the fun and family lifestyle of boating. They also provide a perfect venue to promote safe and responsible boating.

**Top Volunteer Dedicated to Safe Boating** – Randy Johnson of Brantford, ON for his lifetime volunteer role with CPS, the Pointe au Baril Islanders' Association and other organizations.

**Best Media Contribution to Boating Safety** – The Quebec Lifesaving Society for its National Drowning Prevention Week initiatives during the 2013 boating season.

**Special Recognition Award** – Robert (Bob) Eaton for his tireless efforts working with Canadian marinas to adopt environmentally friendly processes through the Clean Marine Program.

**Stearns Rescue of the Year Award** – Chris Cameron of Harbour Air for his rescue, from a float plane, of three canoeists in the glacial waters of Green Lake, near Whistler, BC on Canada Day 2013.



CPS-ECP Instructor, Randy Johnson was named Top Volunteer Dedicated to Safe Boating. .

## The Canadian Power and Sail Squadrons Special Recognition Award –Doing it Right for 75 Years

The Canadian Power and Sail Squadrons (CPS-ECP) mandate for the past 75 years, has been to increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating. To this end, many local law enforcement agencies and municipal authorities consult CPS-ECP on matters of training and navigational hazards. Training to such organizations as the Boy Scouts, Sea Cadets, and law enforcement agencies has been provided by thousands of CPS-ECP volunteers across Canada.

Whenever requested, members are available to teach, lecture, or advise on boating safety.

Since 1938, CPS-ECP has taught 850,000 plus boaters from coast to coast. To celebrate this milestone, CPS-ECP organized a Flag Relay with two CPS-ECP flags making their way from Windsor, travelling east and west across Canada, stopping at each Squadron from coast to coast. To symbolize how CPS-ECP has touched every major waterway in

the country, dipping ceremonies occurred in many locations across Canada during the summer and fall of 2013.

For 75 years CPS-ECP volunteers have continually taught and developed French and English boating safety courses that keep up with boater needs. CPS-ECP teaches everything from the Pleasure Craft Operator Card, Charting, Weather, Electronic Navigation, Boat Maintenance, VHF Radio to Celestial Navigation. CPS-ECP has continued to raise the bar for Canadian boating safety education, teaching boating safety courses before they were mandatory and, in 1995, releasing an interactive computer-based training program for their BoatPro Course. Topics included Safety and Awareness, Rules of the Road, Aids to Navigation and Docking with end of chapter quizzes. Once students passed the final test they received a wallet-size BoatPro card. In 2012 CPS-ECP started teaching the Pleasure Craft Operator Card course in Chinese. CBC's The National featured this milestone during the Toronto Flag Relay Stop.

CPS-ECP continues to work the Canadian Marine Advisory Council and the National Education Standards Panel for NASBLA to advise on recreational boating safety education.

### **Randy Johnson, Top Volunteer Dedicated to Safe Boating, 2013 –Nothing Fulfills Like Giving Back**

Randy is an active volunteer with: the Canadian Power and Sail Squadrons (CPS-ECP), the Pointe au Baril Islanders' Association, the Marine Patrol and the Ojibway Club. Every minute he gives to these organizations is devoted to promoting safe boating.

Randy joined CPS-ECP in 1999, and two years later became Assistant Training Officer for Brant Squadron. He has been their Training Officer since 2005. For the past eight years, he has delivered Boating, Boat Pro, Marine Maintenance, VHF and Pleasure Craft Operator Card (PCOC) training courses there.

That takes care of his spring months but, just because his students have graduated, Randy's work is not yet done. He teaches boating safety and promotes Canadian Power and Sail Squadrons education throughout the summer months.

In addition to serving on the Bridge and delivering courses during the training season, Randy provides PCOC and VHF seminars to cottagers and boaters in the Pointe au Baril area, where he happens to have a cottage.

As Boating Safety and Fire Safety chair of the Pointe au Baril Islanders' Association (PaBIA) since 2005, Randy gets his feet wet teaching boating safety with the Pointe au Baril Islanders' Association, its Marine Patrol, and at the Ojibway Club. He also delivers boat handling seminars and on-water coaching at the historic Ojibway Club.

The Ojibway Club is a not-for-profit community organization offering recreational programs for youth between the ages of five and 14 years and adults at the historic Ojibway

Hotel Advertising in the Pointe au Baril Islanders' Association (PaBIA) website and in its yearbooks, Randy has been delivering PCOC seminars at the Ojibway Club in Pointe au Baril since 2008. He has handed out PCOCs and CPS memberships to some 228 candidates over that period.

In addition to running the Boat Pro/PCOC and VHF seminars, Randy conducts boat handling seminars and on-water coaching aboard cottagers' own boats. He has had 13 participants over the past three years.

Each summer, the Pointe au Baril Islanders' Association hires university students to operate its Marine Patrol. The Marine Patrol monitors boaters safe boating behavior, takes lake water quality samples on behalf of the Medical Officer of Health, monitors the condition of crown owned land to ensure that boaters and campers don't abuse the properties, and removes garbage from waters and shorelines when observed on patrol. Each spring since 2006, Randy has trained and qualified those new Marine Patrol hires in boating safety and ensures that they all earn PCOCs and become qualified VHF operators.

Lastly, not content with his own considerable efforts to spread the word about safe boating, Randy regularly arranges for the Canadian Coast Guard to conduct boating safety workshops at the Pointe au Baril light station, for Ojibway campers.

The Canadian Safe Boating Council (CSBC) is a registered charity, and its members and partners from all areas of the marine community include boat and marine product manufacturers, boating education organizations, water safety and marine law enforcement sectors. The Council's goal is to work to ensure that the millions of Canadians who head out on the waters in canoes and kayaks, sailboards and sailboats, fishing boats, personal watercraft, power boats and cruisers are equipped with the knowledge they need for a safe day on the water.

Visit <http://www.csbc.ca> for more information about the CASBAs and the Canadian Safe Boating Council.

# Life jackets and Man Overboard – a personal note

**Brian McCulloch, N Editor, Skipper, Goderich Power and Sail Squadron**

Canadian Power and Sail Squadrons has always preached the importance of wearing DOT approved life jackets. The general boating population has still not complied well, so it remains a key CPS-ECP focus. This is the CPS latest initiative:

On August 23, 2013, the Past Chief Commander of CPS-ECP, Richard Bee, formally supported the International Lifejacket Wear Principles, effectively including our organization among those considered to be Safety Partners in this international initiative.

The Principles were formally defined in Sydney, Australia on May 1, 2013 but the foundation blocks were laid at the Canadian Safe Boating Council (CSBC) boating safety symposium at Lake Muskoka, Canada in May, 2012. The goal of the international collaboration is to promote lifejacket wear and to normalize it by encouraging boating media around the world to show people wearing lifejackets in small boats.

Jean Murray, CSBC Chair, notes the initiative is built around the reality that “There is a common, tragic theme in boating fatalities, the majority of lives lost involve a person who did not wear a lifejacket in a small boat.”

The CPS-ECP initiative is really relative and I bet for most skippers it is very relevant. A man drowned off Bayfield last year, and I know of a fellow club member who very nearly drowned in October.

He is a good friend, elderly, and an avid sailor. Incidentally he was the skipper. Rarely does he actually wear the lifejacket. While taking down the sails in a sheltered harbour he lost his balance and fell overboard. The water temp was about 17C, so not that cold, but he became disoriented and could not move when all his clothing became water logged. Luckily there were enough crew members who could swim and render assistance. In all, three people had to dive in to save him. It was a really difficult job to get him aboard. In rough or cooler waters he might not have made it.

The lesson here for me is: review the criteria on when to actually wear the lifejacket. For me?- On all occasions except perhaps on a calm warm day with the boat at anchor in a sheltered cove not far from shore. As the skipper, it is his/her responsibility to decide when they are to be worn, and ensure that they are. For the young and infirm this should be always.

Swimming ability becomes a minor factor in survival in anything but calm warm waters. As well as that, the skipper needs to know and practice a man overboard recovery, and retrieval method. Every boat has a different configuration, so it is necessary to work out a recovery and retrieval method that is workable on your boat. Sail boats have halyards and winches that can be utilized.

I highly recommend that all boats have a ‘Lifesling’ attached and functional. See the CPS-ECP Seamanship course for tips.

## Be prepared

It's a beautiful day; the sun is shining and you've just launched your boat for the start of another season on the water. And the thoughts of that tough winter just past are quickly forgotten. Everyone's on board, excited about the day ahead, so off you go.

The day unfolds as you had hoped it would. Until a problem leaves you dead in the water.

It could be that you've run out of gas or you've had a mechanical breakdown of some kind. What to do? Likely what you did not do is check your boat thoroughly before heading out. And unfortunately, you are not alone.

Scott Miller, a Maritime Search and Rescue Coordinator with the Canadian Coast Guard says: “75 to 80% of calls for help to the Coast Guard are non-distress calls; the most common ones deal with boats that have broken down, run aground or have just run out of gas which is far and away the most common call to the Coast Guard.”

Mechanical failures can strike any boater, any time. That's just part of boating. And it's not necessarily an indication that the boater has simply failed to properly look after the boat. Stuff happens !

But many calls for help are predictable and preventable. Have a proper check list for your boat and follow it before you head out, each and every time. Make sure that your boat is mechanically sound and that you have enough gas for your intended voyage with some in reserve. And file a sail plan or itinerary to help Search and Rescue find you in the event of a real emergency. A few simple steps will save you the embarrassment of making an unnecessary call for help and diverting search and rescue resources from areas where they might be needed more.

Review your check list BEFORE your leave – Be Prepared





# If you drink, don't drive

There's a windsurfing launch site in Collingwood, Ontario. Just next to it is a large inukshuk. That inukshuk was built to honour the memory of Pete Crompton.

Pete was an amazing guy, by all accounts. He was a member of Ontario's ski team. He was a scratch golfer. And he was a stellar windsurfer. Windsurfing was his passion. He loved the water and he loved speeding across it, propelled by a stiff breeze in his sail. If he had lived past his 27th year, there's no end to what he could have achieved in his life.

But Pete didn't live to see 28. He was killed in a boating accident in 2003, struck while sitting in the stern of a friend's boat on Lake Joseph. The driver of the other boat was charged with 8 different offences but, chief among them was "impaired operation of a vessel causing death".

When the Canadian Safe Boating Council and the Canadian Power and Sail Squadrons speak to Canadian boaters each year about the dangers of drinking and boating, there is no gentle way to do it. Drinking is dangerous on boats. It can lead to deaths like Pete Crompton's. Every death on the water is avoidable but that's especially true with alcohol.

The motto on the road is "if you drink, don't drive". It's the same on the water. And so are the laws.

Legally, there are only very few instances when you can drink on a boat in most provinces in Canada. Specifically, it is legal to drink if the boat is tied up at the dock or anchored for the night - in other words, you're not going to drive it anywhere - and if the boat is equipped like a residence, complete with sleeping accommodations, a galley and a head. Many people don't realize this. They assume a boat is a floating version of their cottage, a mobile bar. It isn't.

First and foremost, a boat is a vessel in the same way a car is a vehicle under the Highway Traffic Acts in all provinces

and territories in this country. If you are convicted in Canada of driving a vehicle under the influence, you lose your licence. In many parts of Canada, the same thing applies if you are under the influence in a boat and you're not meeting the two conditions mentioned above. And you might lose your car driver's license too.

The Canadian Safe Boating Council completed a survey that confirmed some longstanding bad habits among boaters. The study focused on drownings involving boats in Canada and demonstrated that, in nearly 40% of the deaths, alcohol was detected or suspected and 23% of victims were above the legal limit. The effects of sunshine and a boat's rocking motion increase the effects of alcohol and, for a boater, a simple ride can turn into a dangerous dunking. A big wave, a quick change in the boat's direction, or a 'tippy canoe' can result in someone in the water.

However, Pete Crompton's death was different. He was hit and killed by an impaired operator, a driver so intoxicated he couldn't avoid slamming into another vessel on open water. When he died, Pete became not just a statistic but a life cut short, its promise never fully realized.

Fortunately, his death was not in vain despite how senseless it was. Pete's father, Ken, lobbied for changes to the drinking laws in Ontario that now reach out to include boat operators.

Psychologists know that human nature has a way of rationalizing. "It can't possibly happen to me" is often the thought. Whether that means "I'll never be caught" or "I'll never be killed" doesn't matter.

Neither of those things will happen if boaters stick to just boating on the water. Have a few drinks on shore and then stay put.

It's that simple - If you drink, don't drive.

# Tickle your teak

**Bill Milne, JN**

Teak, which has been used for 1000s of years on boats, has built in natural oil that helps protect it in fresh and harsh salt water marine environments.

Most of the prime teak comes from the Golden Triangle in Asia where Vietnam, Burma (now Myanmar) and Thailand meet. This area has been heavily logged out and decimated by local conflicts over the last few decades and very little of this prime teak is left.

Word to the wise; pamper the teak you have every spring and fall.

The obvious regular maintenance is to keep the teak clean from salt, seagulls and environmental pollutants. This is easily accomplished, on a regular basis, with mild boat soap and water solution and then a rinse on outside teak and a damp soft cloth wipe on inside teak.

The hot sun easily drives the natural teak oil out of teak and thus it gradually gets dry, cracked and grey.

The Chinese for centuries have used tung oil, an extract from the nuts of the tung tree to protect their teak and other hardwoods.

A routine top up of good quality teak oil is the best long term protection for natural teak or teak veneer in marine, home and cottage outdoor furniture.

Most teak oils in the market today are simply a synthetic tung oil. There is one product, developed in Canada many years ago, that starts with tung oil, adds four more natural wood oils, a water proofer and UV screen, that will give your teak natural Ultra protection.

Prior to or shortly after spring launch is the best time to protect your teak.

If the teak has been varnished or otherwise sealed with commercial products there is no point in using teak oil. Even if you work hard and sand down sealed teak, you can never get below the base surface. These sealants have clogged the pores below and any teak oils applied are not able to soak in and teak oil will flash off within weeks.

What do you do if your natural unsealed teak has gone grey? Save a lot of time and effort and use a top end, Two Part Teak Cleaner, and an inexpensive foam brush, to renew this surface to a like new golden teak look in minutes. This process may eat away a small amount of the softer grain, so only do this process every five years or so as necessary. After cleaning of any kind, allow your teak to naturally dry for days before adding teak oil or any coating. If not you seal in moisture and get that black streaking from internal mould

happening. Once dry, use Quickwood or similar fillers that can absorb oils, to fill in any gouges. Sand the teak lightly with fine sandpaper to remove any minor surface material raised by this teak renewing process.

Apply the Natural Marine Ultra Teak Oil with a soft cloth, or use a foam brush on grates or wicker outdoor furniture. Apply three coats outside teak and a single coat on inside teak and home furniture. Teak will tell you when it is full....it will puddle on the surface. Wipe off any excess and enjoy.

It is good practice to top-up your teak just before putting boat or cottage furniture to bed for the winter. The summer sun has done its work and our very dry Canadian winter and allows teak oil months to evaporate.

The result; Your Pampered Teak is happy teak and you will greatly extend its life.

For More Information

Bill Milne JN

Natural Marine

[www.alexmilne.com](http://www.alexmilne.com)

1-800-563-5947



# CPS-ECP Policy for protection of privacy

**Charles Beall, National Law Officer**

Posting personal information on-line is subject to privacy laws. No one's personal information may be posted without their express consent to having the information put on line. Posting personal information poses a safety and security risk.

Some Squadrons and Districts want to create on-line directories.

In order to provide a safe and secure environment for on-line directories, CPS-ECP is in the process of creating such directories based on the membership information collected in the WBAS data base. Each member may elect to participate in a Squadron, District, or National electronic directory, or not participate at all. These directories will be available in the spring of 2014 and you will be advised when ready.

Until then, if a Squadron or District wants to establish their own electronic directories, certain requirements must be met.

The site must be secure using a program such as Citrix.

Access must be limited to CPS-ECP members by a password combination of 13 letters, numbers and characters.

Every person whose name is in the directory must have given their written consent to the specific information being posted (and e-mails do not count). The Squadron Secretary or Membership Officer shall collect and keep the consents.

Participation must be voluntary.

Squadron and District Bridge officer information may be posted on their respective web-sites, but the contact information should be an alias e-mail address or contact form.

## Green cleaning

### Green clean at home as well as aboard

What are the chances that, while we are environmentally conscious when we are on the water, our cupboards and shelves are lined with chemical cleaners? How be we make an effort to use green solutions at home and at the cottage as well as on the boat.

#### Quick tips:

Baking Soda – cleans, deodorizes, softens water, scours.

Lemon – is one of the strongest food-acids, effective against most household bacteria. Squeeze bottles of imitation lemon don't count.)

White Vinegar – cuts grease, removes mildew, odors, some stains and wax build-up.

Cornstarch – can be used to clean windows, polish furniture, shampoo carpets and rugs.

Baking soda or vinegar with lemon juice in small dishes absorbs odors afloat or ashore. So do fresh coffee grounds or simmering cinnamon in water.

Prevent cooking odors by simmering vinegar (1 tbsp in 1 cup water) on the stove while cooking. To get fish and onion smells off utensils and cutting boards, wipe them with vinegar and wash in soapy water.

All-purpose cleaner: Mix 1/2 cup vinegar and 1/4 cup baking soda (or 2 teaspoons borax) into 2 litres water. Store and keep.

Cleaning stainless steel: In a spray bottle, mix 2 tablespoons of baking soda, half a cup of vinegar, and two cups of warm water. The mixture will foam up. When it stops bubbling, put on cap and spray stainless steel surface, then wipe clean and dry with a lint-free cloth.





# Zebra mussels reach Lake Winnipeg

Joan Eyolfson Cadham, S

Zebra mussels have been found in Lake Winnipeg, on the hull of a private boat, on a dock at Winnipeg Beach, and on some fishing boats dry-docked at Gimli. An invasive species that can spread rapidly, zebra mussels have no commercial value. They average from 2.5 cm to 5 cm long, “roughly the size of your thumb nail,” says Robert Kristjanson of Gimli, who has, for many years, been concerned about the possible invasion of zebra mussels into Manitoba.

Kristjanson, who has spent his professional life promoting practices that will protect the lake from chemicals and pollution, is a life-long commercial fisherman, a member of a family that has been in the business for 125 years. He was, he said, brought up on boats on the water. In 1979, Robert’s son, Chris, became the fourth generation of Kristjansons on Lake Winnipeg. His daughter, Roberta, and her husband, Bill, also fish commercially.

“I can’t emphasize clearly enough what an absolute disaster this is,” says Kristjanson, who became aware of the zebra mussel problem when he began travelling through the Great Lakes system, promoting the family’s other business, the sale of netting. “I saw the problem first hand, and came back all wound up. Nobody paid a sliver of attention.” Zebra mussels were first detected in Canada in the Great Lakes area in 1988, in Lake St. Clair. Native to the lakes of southern Russia, zebra mussels were most likely released into the Great Lakes system through the discharge of ballast water by ocean-going ships traversing the St. Lawrence Seaway.

An adult female zebra mussel can produce 1,000 eggs in each reproductive cycle, and over 1 million each year. The tiny creatures can cover the undersides of docks, boats, and anchors. They block pipelines, clogging water intakes of municipal water supplies and hydroelectric companies. They are responsible for the near extinction of many species in the Great Lake system by out-competing native species for food.

“I travel the Great Lakes system at least once a year,” said Kristjanson. “I’ve talked to all the fishermen. I’ve tried to get some sense of what is happening, to prove something. At the border, there was a sign, ‘Wash your boat.’ But that was the whole of the prevention measures. Every



trailer in Minnesota and Wisconsin has a boat. They are anglers. And if you don’t flush the engine well they can live for days. But nobody in Canada paid any attention.

“There are five different kinds on the Great Lakes. And it’s not going to affect just us. Now the whole of Western Canada will have them. They’ll be in Lake Manitoba, then Lake Winnipegosis, and then every river and lake across Western Canada. They will be carried on every seaplane, every boat behind every car going down the highway. Imagine what they are going to do to the hydro. When there was all the flooding of the Red River, with water pouring in, I knew something was going to happen,” he said.

Described as “the dean of Gimli commercial fishermen”, Kristjanson is a founding member of the Lake Winnipeg Stewardship Board and a veteran member of the Red River Basin Commission. His first work was to save Lake Winnipeg from increasing phosphorus and nitrogen levels, but he sees the zebra mussels as a much greater threat to the ecosystem.

“They get into the nets and you can’t get them out,” said Kristjanson. “After a storm, well, that’s when they move. And think of our beaches. After a storm, the shells will cut your feet.”

# Help Promote CPS-ECP and Safe Boating

Participate in the following events to promote your Squadron

Don't forget to post your events on the National Calendar so we can promote them too.

## April 6-12

### National Volunteer Week

NVW is a time to recognize and celebrate the incredible efforts of our volunteers.

Download campaign material at:

<http://volunteer.ca/content/national-volunteer-week>

## May 15

### National Lifejacket Day – Wear your Lifejacket to Work

The Canadian Red Cross marks National Lifejacket Day, an annual campaign to encourage and promote the use of lifejackets and PFDs among boaters.

Download campaign material at:

<http://www.redcross.ca> search: National Lifejacket Day

## May 17

### Ready Set Wear It – Life Jacket World Record Day

Participants in cities around the globe will gather to set a world record for the most life jackets worn and inflatable life jackets inflated. The goal is not only to promote the comfortable and versatile options when it comes to life jackets, but also to educate the public about life jackets and safe boating in general.

Download campaign material at:

<http://www.readysetwearit.com>

## May 17-23

### Safe Boating Awareness Week

The purpose of Safe Boating Awareness Week is to promote safe boating practices to the estimated 16 million recreational boaters in Canada who hit the water each year.

Download campaign material at:

<http://www.csbc.ca>

## September 20-28

### Great Canadian Shoreline Cleanup

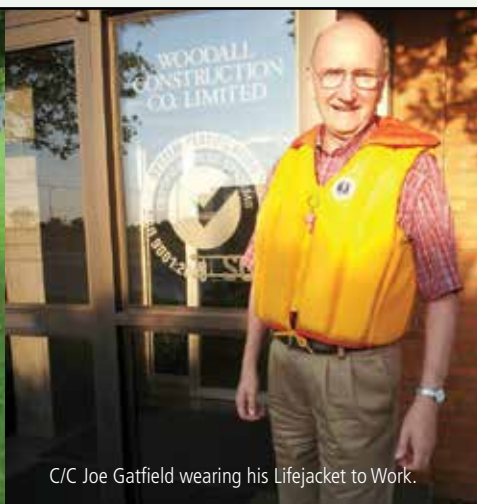
You can make a world of difference by joining Canadians from coast to coast to coast to clean up shoreline litter in your community.

Book your cleanup site at:

[www.shorelinecleanup.ca](http://www.shorelinecleanup.ca)



Port Moody Power and Sail Squadron Shoreline Cleanup. Photo: Sukru Yigit



C/C Joe Gatfield wearing his Lifejacket to Work.



Photo: Vanessa Schmidt

# The Great Lakes: forecasting water levels is complicated

**Joan Eyolfson Cadham, S**

Polar Vortex was the 2014 winter weather buzz word, in particular in Ontario. And that vortex meant that ice formed on the Great Lakes earlier than usual. As well, the ice cover was much thicker, leading the Canadian Coast Guard to warn about dangers to shipping. Canadian and American Coast Guard ice breakers were at work by mid-December, and, in spite of their efforts, on January 6, ice jams trapped three ships on the Detroit River. The Canadian Coast Guard spelled out the problem. The combination of wind and extreme cold had compressed and solidified the ice, making ice-breaking escort work very difficult.

According to the Great Lakes Environmental Research Laboratory, by mid-January, 60 percent of the Great Lakes was covered with ice. In theory, that should be good news – except for the shipping industry. Ice cover should prevent evaporation and ensure that Great Lakes water levels will rise.

However, it's much more complicated than that, according to a report released in January by the Great Lakes Integrated Sciences and Assessments Center. The study, the first binational coordinated effort to study the Great Lakes, was led by John Lenters, a senior scientist at Ann Arbor-based LimnoTech, an environmental consulting firm. Researchers, both American and Canadian scientists, included Christopher Spence of Environment Canada.

The report shows that water levels in the Great Lakes

levels are the result of a complicated combination of conditions including temperature, precipitation and evaporation as well as ice cover. Yes, the ice slows down evaporation. But to get that ice coverage, it is necessary for there to be major evaporation across the lakes in autumn. The evaporation is necessary to cool the lakes, in somewhat the same way that perspiring cools a human body. Extra evaporation will ensure earlier and thicker ice coverage.

According to John Lenters, that's what happened in 2013-14. Again, in theory, the ice coverage should compensate for the water loss during the autumn evaporation.

Great Lakes water levels had declined in most of the lakes since the late 1990s, but have recovered somewhat because 2013 was so wet. And that's where forecasting lake levels by trying to balance evaporation and ice cover becomes complicated. The other factor, precipitation, is not easily predictable.

The binational group's network of five stations is one of the few sources of direct, year-round observations of Great Lakes evaporation. The gaps that the study found in the current understanding of fundamental environmental processes highlights the need for sustained funding for the project's Great Lakes evaporation monitoring network, John Lenters said.



# Book Reviews

**Sailor without a boat: How I sailed on other people's yachts and lived to tell about it, Robert A. Bériault, 2011 ISBN 978-1466436138, 344 pages, soft cover**

Most of us have dreams. Some are just flights of fancy – wanting to be a rock star, or a second Rembrandt, or becoming an ocean sailor. North America is filled with musicians. Not many of them reach rock star status. On the other hand, Grandma Moses, Anna Mary Robertson, became famous for her art even though she didn't pick up a paintbrush until she was 70. And Robert Bériault, who was 57 before he enrolled in his first sailing class, has spent 13 years not only sailing the world's oceans but, even more dream-like, doing it all without owning a boat.

But this isn't a how-to manual – though Robert incorporates his how-to and how-not-to information, the good, the bad, and the downright scary, seamlessly into a series of stories about his travels. Robert is a storyteller. A book review is supposed to include quotations from the manuscript. The problem with *Sailor Without a Boat* is the temptation is to quote pages rather than paragraphs, so we will leave it with this: "I've been asked if I regret my last adventure... the answer to that question is no, I don't have any regrets. I enjoyed spending time in a beautiful anchorage... I enjoyed sailing on the Pacific, when we were actually sailing, that is... And if the eye infection had not occurred I would never have stayed in place long enough to write this book."

Robert grew up in Ottawa in an environment that gave him a definite edge – he is totally bilingual. He's a scientist and an entrepreneur and a writer with another definite edge – the ability to write humour that isn't forced or awkward.

The book is an eclectic collection of stories about wildly divergent voyages, all on someone else's boat, somehow, magically, together. But it's more than just stories. Robert can't resist teaching

(Port Hole published a recent article of his on how to use the proper nautical terms) and the good times and bad are backed up with an analysis of the thought processes that produced one result or another – not tacked on at the end, but gently woven into the story itself. And, at the end, there are more than 30 pages of solid information ranging from the glossary to safety check lists to, of course, some serious advice on deciding whether someone else's boat is one you want to consider. And Annex 7, three pages: Musing on Piracy.

**The Book for Senior Boaters: Be Prepared – Be Safe, James Thomas Eastman, 2011, Book-Broker, ISBN 978-9832670-4-1. 105 pages, soft cover.**

James Thomas Eastman is a former Coast Guardsman who is a senior, has set up training courses for the mostly senior boaters who make up the Charlotte County Sheriff's Office Volunteer Marine Patrol, and decided it was time to "address the issue [of senior boaters] and come up with some answers and solutions so that we might extend our safe and enjoyable boating years."

The very readable book, filled with photos, graphics and quick tips, looks at the aging process and how it applies to boaters, a topic, Eastman says, that has never been explored, although aging and running, golf, driving, and most other hobbies and activities have been covered. A clever and useful idea – each chapter ends with a blank page for the reader's own notes.

"Boat longer, boat safer, and enjoy it," he says. And he's a great fan of practicing to keep up skill levels. "The difference between being an average boat operator (skipper) and being an accomplished one is quite simple; it involves implementing a few basic changes in the way you approach boating." Athletes and race car drivers spend hours practicing, he says. What group rarely

goes out for practice sessions? Boaters. "It might be an ego thing," he suggests.

**Three Seasons in the Wind: 950 Kilometres by Canoe Down Northern Canada's Thelon River, Kathleen and Michael Pitt, 2000, Hornby House Publications, ISBN 0-9686581-0-5, 145 pages, soft cover.**

"I can still remember lying in the tent pitched above Schultz Lake, listening to the hushed breath of absolute silence that reached out to us from beyond infinite, isolated tundra, lake and mountains."

The Thelon River, part of the Canadian Heritage Rivers System, flows 950 km across Northern Canada's Barren Grounds. Michael and Kathleen Pitt took 37 days in the summer of 1993 to paddle that system, after switching from backpacking to canoeing in 1987.

In the disclaimer at the beginning of the book, Michael and Kathleen point out that they and/or the publisher cannot be held responsible for "damage of alleged damage caused directly or indirectly by information contained in this book." It's the standard disclaimer found in guide books but in particular is important for a water-related adventure because, unlike paved highways, waterways change without notice. However, there is much in this book that is useful for anyone considering a wilderness canoe trip, in particular the final suggestions for meal planning and shopping. There is also a strong underlying lesson that the reason the Pitts' trip was so successful was that they had taken the correct first step – serious planning. Kathleen practiced drying and reconstituting all the food they would be eating. They practiced boiling water under tough conditions. They worked out exactly how much propane their stove would use each day. It's the little details that get you when you are far from home and can't order a pizza.

**Joan Eyolfson Cadham**



Photo: USCG

### Jim Hay, JN, Lake St. Louis Power and Sail Squadron

As I am writing this the temperature in Pointe-Claire, Quebec is minus eight degrees Celsius and the breeze makes an otherwise pleasant day somewhat uncomfortable. It is winter though, and we are in Canada.

When speaking at the CPS-ECP conference in Edmonton, David Phillips, Canada's senior climatologist, said that we should expect more extreme weather. When I watch the evening news and see that it is warmer in Nome, Alaska than New Orleans I know something is wrong. Snow ball fights in Montreal or Moose Jaw would not be considered unusual but a snow storm in Austin, Texas? Temperatures in Atlanta, Georgia don't usually go below freezing during the day but minus three degrees Celsius is what they are getting along with the snow...

Who knows what this summer will bring. I certainly won't be trying to predict it when David Phillips says that meteorologists are having challenges with accuracy. Where I am now, winter is much like I remember it in my childhood but the times they are a changing.

Whatever the weather brings this summer there is one thing for sure - we all want to enjoy our summer activities without trips to the hospital or having to call the fire department or search and rescue.

Spring is the time we can prepare for a safe summer season regardless of what Mother Nature throws at us. Even George is learning. While re-reading some of the texts he got as part of CPS-ECP courses he's taken he realized that red beacons are supposed to be permanent aids to navigation and that you're not supposed to be a temporary beacon because your back has turned the colour of a boiled lobster. He'd rather eat a boiled lobster than look like one.

George even took advantage of the boat show to see what accessories are being offered and he's decided to change all of the frayed lines on his boat for new. He's put together a towing bridle in case he needs a tow or needs to help someone get home. He's made sure that he has all of the needed safety equipment and that it is in good condition.

He'll be testing the PFDs once the water is a bit warmer after the cottage is open. He'll pick a warm day since he figures that a device intended to keep a person afloat should be tested by someone fully clothed and not wearing only a bathing suit. Somehow climbing out of the water wearing soaking wet jeans on a cold and windy day just doesn't appeal to George and he really doesn't want to experience hypothermia first-hand.

George has put together a list of supplies he'll want once the cottage is opened - insect repellent, sun block, first aid supplies and other necessities. He's decided that he will keep a first-aid kit in the boat. He'll be checking the fire extinguishers, too, and making sure that they are operational. He's finally decided to replace the one which was used to put out the Coleman lamp when it caught fire. The lamp has since been replaced with a propane lamp and he dumped the unused contents of the fire extinguisher behind the boat-house - it seems that the contents of a dry chemical fire extinguisher is an effective herbicide but, please, don't tell the environmental people. They won't be happy.

That minor fire was during a power failure a few years ago and George really should have done something sooner about that fire extinguisher.

So, this year George is trying to be prepared for whatever comes and he's looking forward to enjoying summer safely with his family and friends at the cottage.



Canadian Power and Sail Squadrons' AGM, October 22-26, 2014

# QUEBEC IS MAKING ITSELF BEAUTIFUL FOR YOU!

Quebec City is one of the most sought after tourist destinations according to these Specialized magazines: *Condé Nast Traveler*, *TripAdvisor*, *Travel and Leisure*, and *National Geographic Traveler*.

The Quebec region is exceptional for many reasons. It is recognized as a UNESCO World Heritage Site, its historic and touristic quarters are surrounded by walls, it has been the cradle of and daily testimonial to the French presence in North America for over 400 years.

The main tourist attractions and cultural and architectural treasures of the areas surrounding Quebec City and Lévis are all situated on the waterfront of the St. Lawrence River. It is an exceptional geographic situation that explains why its port became a port of call for the big cruise companies operating from New York and Boston and navigating the Maritimes and the St. Lawrence Estuary.

## CONFERENCE LOCATION AND LODGING

The CPS-ECP AGM will be held October 22 to 26, 2014 at the Château Laurier Hotel located close to the Quebec Parliament.

This elegant hotel, located in the heart of Old Quebec, is only a few minutes away from the picturesque St. Lawrence River. It has

an indoor saltwater pool and an outdoor whirlpool in an interior courtyard, as well as suites.

All of the air conditioned rooms at the Château Laurier Hotel come with free cable television, ironing equipment and a desk. You will also have access to an exercise room and business centre on site. The concierge services include an excursion office and ticket service.

The Château Laurier Hotel welcomes you right next to the historic Plains of Abraham, in the Battlefields Park and the Quebec Citadel. The *Musée national des beaux-arts du Québec* (Quebec National Art Gallery) is only 1 km away and many good restaurants await you within easy walking distance.

### RELIVE NEW-FRANCE

Friday evening will allow you to discover the atmosphere of New-France as the Sovereign Council presides over a vast banquet during which the nobility and many peasants gather to celebrate and feast together!

## PRELIMINARY PROGRAMME

This Conference will follow the format that the members of the CPS-ECP have become accustomed to over the past few years. The Governing Board and Training Department meetings will begin on Wednesday evening and continue all day Thursday.







The Squadron Commanders will have their meeting on Friday morning, at which time other meetings will be carried on with the Training Department and other Committees to work on different ways to implement the organization's new rules.

The organization's Annual General Meeting will take place on Saturday morning. This will be a very important meeting because our members will have to elect a new council for the first time, based on the Bylaws and Regulations.

## CONTESTS AND COMPETITIONS

The annual CPS-ECP Competitions for training aids, scrapbooks, publications, paintings and photos will once again be proposed this year.

The participants must submit their work by September 1st. Each candidate must ensure that his/her material is delivered on time.

In order to allow you to get the most out of your visit to Quebec City, a special prize will be given to the person who submits the best tourist photos of Quebec City.

Entitled "JE CLIC QUÉBEC!" this contest is open to all participants of the Conference. Participants can present up to three pictures each. A jury will meet the day after the Conference and the winning photos will be published in *The Port Hole* and *Le Hublot* after the Conference.

## ACTIVITIES AND TOURS

The proximity of Old Quebec will offer you easy access to many locations and activities, each more interesting than the last one.

Even better, all these tours can be done on foot and, in most cases, for free.

For those who prefer it, we will also rent a bus on Thursday and Friday afternoons for a sightseeing tour and a visit to the Quebec Aquarium. The planned route will allow you to take advantage of the Promenade Champlain, a linear park measuring almost ten kilometres along the waterfront.

### QUEBEC ON FOOT

You will be able to discover Old Quebec, thanks to pedestrian circuits within the walls and Parliament Hill and their surroundings, each circuit taking about two to three hours. You can discover 400 years of history by wandering on the pedestrian malls in this beautiful, fortified city which has been classified as a UNESCO World Heritage Site. These visits can be done in the company of a guide or using a mobile audio guide.

In addition of visiting the Parliament Building located just in front of our hotel, you will have easy access to the Quebec Citadel, the most important British fortress built in North America. Located at the heart of Old Quebec's fortifications, it was built on Cap Diamant, the highest natural point in Quebec. As such, it dominates the city. Its defensive function and geographic location has earned it the nickname of "America's Gibraltar". The spectacle of the Changing of the Guard each day, at noon, is well worth the trip.

### A BIT OF HISTORY

Built between 1820 and 1831, according to the French engineer Vauban's defensive system, the Quebec Citadel is an active military garrison. Once occupied by British troops and Canadian artillery, since 1920 it has been the official residence of the Royal 22nd Regiment, (the Van Doos), a unique regiment of Francophone infantry at the heart of the Regular Forces of the Canadian Army. It is in the shape of a polygon, its four corners representing a star, and it stretches out over an area of 37 acres (2.3 km<sup>2</sup>).

The Naval Museum of Quebec (free admission) is located within the Port of Quebec. It can be easily reached from the hotel. You just have to go to the Château Frontenac, ride the cable-car down the hill to Champlain Street and take a stroll east towards the docks which will likely be full of huge cruise ships at that time of year.



# AGM QUEBEC

at the Hotel Chateau Laurier Québec • October 22-26, 2014

Hotel Chateau Laurier Québec, 11220 Georges-V Ouest, Québec, QC G1R 5B8 (418) 522-8108

CPS-ECP Conference 2014, 26 Golden Gate Court, Toronto, ON M1P 3A5 [hqg@cps-ecp.ca](mailto:hqg@cps-ecp.ca) Fax: (416) 293-2445

REGISTER ONLINE AT <http://agm.ecpquebec.ca/>

All fields are required

First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Grade \_\_\_\_\_  
Guest's First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Grade \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Province \_\_\_\_\_  
Postal Code \_\_\_\_\_ Tel \_\_\_\_\_ E-mail \_\_\_\_\_  
Squadron \_\_\_\_\_ District \_\_\_\_\_  
Member no. \_\_\_\_\_ Officer Position \_\_\_\_\_  
Is this your first national conference? ☐ Yes

## FULL CONFERENCE MEAL PACKAGE

Includes Friday Theme Dinner and Dance, Saturday AGM Luncheon and the Chief Commander's Gala Dinner and Dance

\_\_\_\_\_ x \$230\*/\$250 = \$ \_\_\_\_\_

Individual Conference Meals will be set in the June Porthole

### Theme Dinner and Dance

Friday, October 24, 2014

\_\_\_\_\_ x \$98 = \$ \_\_\_\_\_

### AGM Luncheon

Saturday, October 25, 2014

\_\_\_\_\_ x \$65 = \$ \_\_\_\_\_

### Gala Dinner and Dance

Saturday, October 25, 2014

\_\_\_\_\_ x \$100 = \$ \_\_\_\_\_

Total: \$ \_\_\_\_\_

**\*Early registration rates apply if received on or before August 15, 2014**

## PAYMENT INFORMATION

☐ Cheque. Please make cheque payable to CPS, Memo: Conference 2014. Note: Post-dated cheques will not be accepted.

☐ Mastercard ☐ VISA Name on the card \_\_\_\_\_

Card no. \_\_\_\_\_ Expiry Date (mm/yy) \_\_\_\_\_

Signature \_\_\_\_\_

Dietary OR physical restrictions and other requirements: \_\_\_\_\_

## After July 1, 2014 higher registration rates will apply.

National Officers who have their hotel accommodations paid by CPS-ECP must make their reservations directly with CPS-ECP National Office after receiving the notice in June 2014.

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 13, 2014 are accepted with no penalty. From September 14, 2014, all cancellations are subject to a \$35 administration fee per person. After October 11, 2014, cancellations will be partly refunded only if other conference participants register to take your places.

# AGM COMPETITIONS ENTRY FORM

Name: \_\_\_\_\_

☐ Entry will be shipped      ☐ Brought with you or representative

Address: \_\_\_\_\_

Squadron: \_\_\_\_\_ Email Address: \_\_\_\_\_

Note Division and provide a brief description of your entry.

☐ Division 1: Training Aids \_\_\_\_\_

☐ Division 2: Navigational Aids \_\_\_\_\_

☐ Division 3: Crafts

☐ Section A: General Crafts

☐ Section B: Presentations

\_\_\_\_\_  
☐ Division 4: Scrapbooks \_\_\_\_\_

☐ Division 5: Publications

☐ Section A: Newsletters

☐ Section B: Stories, Poems and Narratives

\_\_\_\_\_  
☐ Division 6: Visual Arts

☐ Section A: Photography

☐ Section B: Painting and Drawing

☐ Section C: Sculpture

\_\_\_\_\_  
☐ Division 7: New Media

☐ Section A: Best of the Web within the WEB Portal Program\*    ☐ Section B: Best of the Web outside the WEB Portal Program\*

☐ Section C: Digital Art

☐ Section D: Digital Presentations

☐ Section E: Digital and Film Photography

\_\_\_\_\_  
☐ Division 8: Environment

\_\_\_\_\_  
\* Entries for web sites must be made via an online entry form. The cut-off date for entries is July 31, 2014. Sites will be captured and judged, as they exist on that date. Changes made to the site after July 31, 2014 will not be recognized.

Please do not ship anything before September 7, 2014.

Mailed entry forms and shipped entries to be received no later than October 15, 2014

Mail Entries to: Marc Lestage, 10455 rue Vanier, Quebec, QC. G2B 3N4

For a complete set of rules, go to <http://agm.ecpquebec.ca/>





[www.boatingcourses.ca](http://www.boatingcourses.ca)

Photo: Vanessa Schmidt, Skootamatta Lake