

THE PORTHOLE

June 2019

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The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance
Send your photos to: theporthole@cps-ecp.ca
Cover image: pxhere.com





Canadian Power and Sail Squadrons

Published by Authority
of the Board of Directors

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Published 6 times per year: February, April, May, June, October, December. Copy deadline is ten weeks prior to publication. Editorial copy and correspondence should be sent to theporthole@cps-ecp.ca

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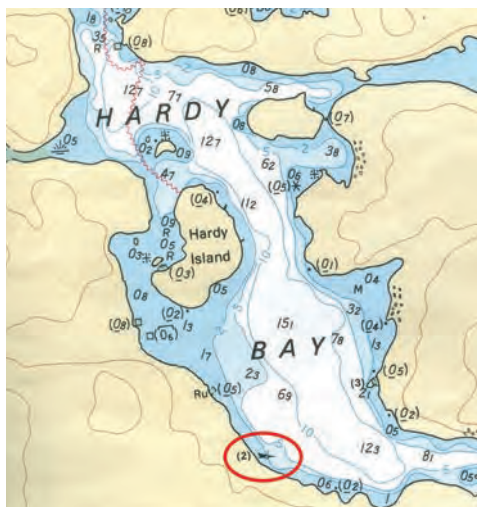


R. John Garside, AP, Editor-in-Chief
Prince Edward Power and Sail Squadron

Summer is finally with us and hopefully the weather is perfect for not only your vacation but also for all those intended cruises to view the sunsets and for some of us, the sunrises. Last summer I found the large number of forest fires in Ontario certainly coloured both and the sunsets were almost so unreal that I felt like I was viewing things on some remote planet.

In this issue I invite you to read about an East Coast Island's view of CPS-ECP as I interview Avalon's Squadron Commander, Gary Case. Things are in good hands and their future seems to be very much on track.

On the opposite coast, the West, I am featuring an article about a potential National Marine Museum in Vancouver. There are lots of plans and hopefully this endeavour will come to fruition and house some of our Canadian maritime history as there are very few museums dedicated to this subject and many of the artefacts need to be addressed before they perish or are no more.



With the summer months now upon us I have also included three new books in my "Summer Reads" collection. All three are non-fiction with two books addressing the Franklin expedition, one covering the vessel and the other the local Inuit oral tradition surrounding the fate of Franklin and his men. The third book explores the adventures of the author as a young woman who becomes not only a responsible and competent sailor but also an enlightened citizen.

And what will I be doing this summer? Well if truth be known I am off on another adventure in my Searching for Shipwrecks series. There seems to be another shipwreck just around the corner and hopefully in August I will be able to capture a few pictures and share them with you in a future issue.

The Canadian boat builders series needs your input as well, so if you happen to own a Canadian built boat I would ask that you send me your Canadian built boat's picture along with a few comments concerning its age, the builder and of course its home port. The pictures can be in colour or black and white, but please do send them! I already have a few, but more would be nice. My contact information can be found on the masthead page of this issue.

So do you have a story to tell? Has your Squadron done something of interest? If so, do send me your stories and information and look for them in a future edition of The Port Hole.

The next deadline for submissions is
November 10, 2019.



Squadron: Avalon Power & Sail Squadron
Location: St. John's, Newfoundland.
Squadron Commander: Gary Case
Warrant Issued: October 25, 1990.
Membership: 105
Life Members: 2

SQUADRON COMMANDER INTERVIEW- AVALON – GARY CASE – by R. John Garside, AP

Gary had always been attracted to the water and growing up on the island of Newfoundland there was lots of it to explore. In his younger years he often explored the province's many waterways using a canoe and only at the age of forty did he entertain a different mode, that of a sailboat in 2001. So with acquiring his CS22 he also realized "that it was time to become more knowledgeable too". A sailing friend of his then suggested that the best place to start was the local CPS-ECP Squadron, which was offering a very good introductory course to beginners in boating, and Gary quickly found himself part of an enthusiastic group of students learning the basics of boating.

However, his sailor friend was also involved in the local Squadron and soon had Gary interested in not only teaching a few courses but also joining the Squadron's Bridge in 2002. Being a science high school teacher by profession, Gary found teaching was a nice fit and the students were always very attentive and very well behaved. They even did all of their homework and always had more questions than an evening could accommodate. Gary said, "For me, teaching is the most enjoyable part. I enjoy the material, and I especially enjoy the interaction with the students."

Once a member of the Bridge, Gary occupied several positions, Financial Officer, Assistant Education Officer, Lead Instructor, Public Relations Officer and then Commander, and Gary also informed me that this is actually his second term of being Commander! His first experience was in 2005 to 2008 and he was "re-elected" in 2017.

As an active participant in CPS-ECP Gary has also served on the local Recreational Boating Advisory Council (RBAC) affiliated with Transport Canada and as a new sailor he also got to be the Course Director for Sailing for five years. When I asked about what being a Course Director involved he said, "I was fortunate that my predecessor had just finished a complete revision of the course!" Still he said that one had to reach out to the various instructors across the country and listen to their concerns and also keep the website up to date.

"Committee work was also a given, so my time was well spent and the five years passed on very quickly".

When I asked about his Squadron and its burgee, Gary explained that a local artist, Robin Cook, a long time Squadron Member, dedicated volunteer and Squadron Commander from 1997 to 1999 was the design person and the burgee was available to all members shortly after the Warrant was issued in October 1990. Avalon's Bridge has been quite healthy, "with many long-time volunteers" stepping up to fill the various positions as needed. However, "scheduling the meetings can be a bit of a problem as there is so much that is going on". Most of the time Gary feels the "meetings are quite productive but once in a while, not so". The meetings usually take place at a Member's home on a rotational basis and the Bridge meets six to seven times a year.

Avalon is the only CPS-ECP Squadron in Newfoundland so the closest neighbour is quite a distance away on the mainland. This distance has a few pluses Gary admits but "we don't feel alone, as we have always participated at the District level. The Squadron has good participation in the (Atlantic) District and we always have a Member on the District Bridge. We also have provided volunteers when a National Conference is held in the District." The District meets three times a year, one, face to face which is also the District's AGM and two more times during the year via a Webinar connection. The face to face meeting is held in Moncton, New Brunswick and begins on the Friday evening and carries on until the completion of the AGM and "late on Saturday night all is done, and our Avalon Member then flies home, early Sunday morning. It's quite a commitment".

I then enquired about the Squadron's community involvement and Gary replied that, "Our socials are advertised to the local yacht clubs and their members even if they are not Squadron members, and over the years we have done media spots to promote safe boating as well." Seminars are popular with the members and public too. One of the most popular events was the recent flare disposal day, hundreds of old flares were turned in and Gary commented "that the public was

Continued on page 39

?

justask
John

SAFETY FIRST MARINE

- by John Gullick

Recently I was working a booth at the Toronto Sportsmen's Show and when talking to a number of the exhibitors I was surprised at how little they knew about canoe, kayak, stand-up-paddle board and other vessel safety equipment requirements, let alone how to choose the right ones and how to maintain them.

When talking to some CPS-ECP members I am also asked the same questions so to provide answers in an easy to follow and understand format I am going to refer you to an on-line training program offered by the Canadian Safe Boating Council.

It is a simple follow the bouncing ball self-study program that is broken down into a number of sections, each of which ends in a short self-quiz. The program is free and takes 2 - 4 hours to complete at which time the person taking the course will be issued a certificate of completion.

The course can be found by going to www.csbc.ca, scrolling down and clicking on Safety First Marine. You can proceed at your own pace and all boaters would benefit from completing this course, not just those in the marine industry.

The objective of the program is to create an innovative, interactive, bilingual, web-based education program that will teach about Search and Rescue incident prevention and boating safety equipment requirements. While it is aimed at marine retailers it is also a great tool to help share this information directly to all boaters.

I suggest that you give it a try and pass the information on to any retail partners that your Squadron or District works with. ■



COURTESY CHECK
www.courtesychecks.ca

Every year thousands of boaters go out on the water without the proper safety equipment required by law. Not only can this equipment be of great benefit and comfort, it can mean the difference between a great day out on the water and a potential disaster.

Contact your local squadron for more information.

DECOMPRESS WITH A THRILLING RIDE

- by Bradly Schmidt

Artist Andy Warhol famously said “The idea of waiting for something makes it more exciting.”

Contemplation, expectation, anticipation. As pleasure boaters we know it all too much. Don’t get me wrong. I’m not knocking the excitement, the build-up, or the ultimate rush of the payoff, but after months of snow and ice, we Canadians are downright impatient and ready to get back on the water! Thanks to our new Sea-Doo, this year, more than ever, I can’t wait for summer. There’s something special about pulling off the tarps, checking the fluids, putting in the drain plugs, and heading for the boat launch each spring. In winter, waiting for six months of storage to end turns anticipation to agony. In summer, it’s a whole different story.

Most of us have schedules, jobs, bills, commitments... Boating fun typically means weekend fun. In our house that means work all week, grocery shop, wash the car, cut the grass, rush home from work Friday, load the car, drive to the cottage, decompress, drive home, and repeat. Getting through the week means looking forward to the weekend and therein lies the good side of anticipation. The “decompress” part, of course, now starts and ends with a Sea-Doo ride. We always hope to

get to the cottage with enough daylight to go for a ride, and it seems to make all the week’s troubles disappear.

There is something visceral about riding a PWC. It’s more of an all body experience than driving a car or a larger boat, exciting all of your senses - the roar of the engine, the familiar smell of the exhaust, the warm glow of the spray in the setting sun, the refreshing coolness of the water on my skin, and occasionally the gulp of fresh lake water. My Friday evening rides aren’t long, but almost always culminate in a number of sharp 180 degree spins. It’s better than any roller-coaster. And it’s worth waiting for.

The Summer of 2019 is here. What plans do you have to look forward to? Aside from Friday evening rides I have a few other plans for the Sea-Doo that (I hope) are worth waiting for - a tour with friends in the Thousand Islands area, visiting family on the Trent Severn, a beach day on Skootamatta, more swimming, more tubing, and more wake-boarding.

Whatever your plans are, be smart, be courteous, and above all be safe! ■





THE MARITIME MUSEUM OF BC

Plans to Reinvent Itself as the Canadian Maritime Museum - by Marianne Scott

Four years ago, the Maritime Museum of British Columbia (MMBC) lost its premises at 28 Bastion Square, a historic building it had occupied for more than 50 years. Some fallen plaster and several leaks had caused the Province, who owns the National Historic Site, to judge the structure unsafe and therefore asked MMBC to vacate the property. The Museum was forced to pack up its vast collections and put them in storage, thus keeping them mostly hidden from the public, scholars and historians.

The Museum, meanwhile, has only been able to display a fraction of its collections in a tiny 3,000-foot space, greatly limiting its ability to inform the public and researchers of our rich maritime history.

But despite this downsizing, or perhaps because of it, MMBC has developed an impressive plan to reinvent itself, by transitioning from a provincial to a national museum and housing itself once again in the Grande Dame at 28 Bastion Square. To accomplish this move, MMBC is requesting that the Province of British Columbia and the Government of Canada work together toward opening a new Canadian Maritime Museum (CMM) in Victoria, on July 20, 2021. That date is important, as it commemorates the 150th anniversary of British Columbia becoming a province of Canada.

Canada currently has six national museum corporations—four in the Ottawa region, and one each in Halifax and Winnipeg. Part of these museums' mission is to prepare and exchange exhibits with other national museums—our lack of a national museum on the Pacific prevents British Columbians from benefiting from any such exchanges. As MMBC's board chair Don Prittie said, "the return of the Museum to its renovated premises and its transformation

into a Canadian Maritime Museum will ensure that the Pacific Region is included in the national museum fabric of Canada."

To accomplish the transformation from MMBC to the Canadian Maritime Museum, the Museum proposes a revamping and earthquake proofing of the Bastion Square historic site, and adding both an Annex and an offsite storage facility. These two buildings will be designed in collaboration with the Songhees Nation and consultation with other First Nations, with the hope that Indigenous historic artefacts, now elsewhere, may be returned to the Pacific region. New exhibits and hands-on interactive displays will highlight our multi-coastal heritage and culture, and showcase Canada's unique maritime science through new public outreach initiatives.

The entire rebuilding/ rebranding proposal is estimated to cost about \$45 million, with contributions from federal,



Concept image of the new CMM by Chris Gower, Architect and Urban Design Planner, on behalf of MMBC

provincial, municipal and private coffers. That may seem like a lot, but in comparison to Winnipeg's Canadian Museum of Human Rights' cost of \$351 million, it's a modest amount with outstanding benefits.

These benefits are clear.

- A CMM will effectively use the 28 Bastion Square's space and thus save the Victorian Romanesque Revival style building, which was completed in 1889 to serve as the Supreme Court of British Columbia's courthouse.
- A CMM will revitalize the Bastion Square area, where the empty building has languished and thus influenced the lack of interest in this historic area.
- A CMM will create 37 full-time and six part-time jobs and contract positions for graphic designers, digital and video producers, exhibit designers, exhibit fabricators, IT technicians, janitorial and security services to the tune of \$10 million annually by 2024.
- The project will increase cultural, arts and heritage related activities; increase the Museum's educational role by serving school children locally, regionally and nationally as well as offering programs and activities for people of all ages and abilities.

• New exhibits and hands-on interactive displays will highlight the intertwined maritime history of Canada's Indigenous people and European settlers and our multi-coastal heritage and cultural characteristics. It will also showcase Canada's unique maritime science through new public outreach initiatives.

• The 35,000 artefacts, almost 40,000 photos, 30,000 ship plans, 500 pieces of art, three vessels of historic significance and a library of maritime-related books in MMBC's collections were donated by, and are held on behalf of, the people of BC and Canada. It's only fitting they should be available to the national public.

As MMBC's Executive Director David Leverton put it, "This project has the potential to be a major economic and educational win-win for all citizens of the Greater Victoria Region and British Columbia along with fellow Canadians who will have the opportunity to learn more about Canada's amazing multi-coastal maritime heritage, science and culture." ■

Continued article: Squadron Commander Interview –Avalon – Gary Case – by R. John Garside, AP

turned in and Gary commented "that the public was very happy to be rid of their expired flares and we got an enormous amount." In addition to this Gary said, "we carry out some promotional activities during Safe Boating Week as well, to remind the public who we are and what we do."

Each year the Squadron organizes a rendezvous and most of the time it is quite successful. However, the weather is always a factor, "we are right next door to the Atlantic Ocean and all that vast body of water does affect the quality of the sailing". So when I asked about the various courses the Squadron offered I was not surprised to find out that the Maritime Radio Course was a big seller. This winter and spring the Squadron held courses in Boating 2 & 3, Electronic Navigation, Maritime Radio and plans to offer Boating 4 in the Fall. The Maritime Radio Course is offered several times a year and attracts 15 to 20 students per session. The other courses less, usually 8 to 12. As to where the courses are taught Gary said, "We have been lucky to receive mostly free teaching space. At present we are in a marine technology institute associated with our local university." One thing Gary also commented on was, "that after a student has completed their Boating 2 & 3 Course about 20% of them move on to the higher level courses, and the most popular are the navigation courses". This comment on navigation then led us onto the topic of maps and charts. Gary said he, "was always interested in maps as a youngster", and was a very active Boy Scout and loved to participate in various orienteering activities they offered. So he was not surprised that many of his students, once introduced to the CPS-ECP Chart, get quite involved

and opt for more, much more, up to and including the most advanced levels offered by CPS-ECP. On the topic of shorter courses Gary felt that, "despite the National survey that indicated that most students wanted shorter courses, our Squadron's longer courses of 6 to 8 weeks are quite popular with our students, and they like it!"

I asked about how the Squadron got the word out and Gary said, "In reaching out to the public things have changed a lot in the last 14 years. There have been big changes in how we promote ourselves. Now there are no newspaper ads. Now everything is promoted via the internet and social media. It is a very different world".

I then asked about his thoughts and feelings about his Squadron's future and Gary said, "In 2001 our membership was 60, and today it is 105 and that is a good number. However, there is a problem getting new volunteers to serve on our Bridge. Right now we all pitch in to get things done, so at our next AGM we will be reaching out again. I would also want to retain or improve our Membership numbers, with the retention of the old, attract new ones, encourage more involvement in our Squadron activities and boost our course enrolment numbers and improve our community outreach."

So you can see that Avalon Squadron, though located out in the far east of our nation, is very much alive and very well served by its current Commander. He is in touch with not only the local population of St. John's but the whole island of Newfoundland as well. ■

CANADIAN BUILT BOATS



Photo by M6 Girard



Length: 24 feet 4 inches
Beam: 9 feet 10 inches
Built: 1978
Home Port: Capital City Yacht Club in North Saanich, BC.
Builder: Grew Boats, Penetanguishene, Ontario

CHRIS CRAFT MODEL 251

- by Gay and Bill Miller, Saanich Peninsula Power & Sail Squadron

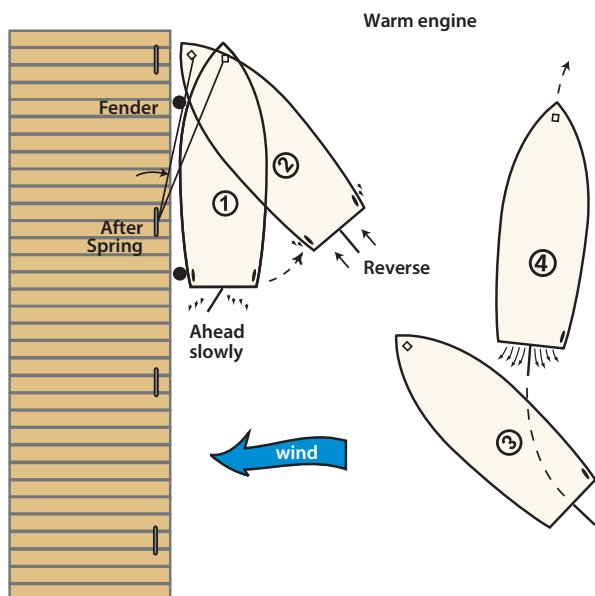
We have cruised the Gulf Islands to Desolation Sound every summer for the past 15 years on our 1978 Model 251, 25' Chris Craft, Charlotte Time. The boat was made by Grew Boats in Canada under licence from Chris Craft. From basically a lakes weekender she has become a comfortable mini cruiser for us. Equipped with a Force 10 propane stove, Nova Cool 12 volt fridge, Furuno electronics, custom Bruce anchor package with windlass, dinghy on davits, and solar panels, we seldom tie to docks, and don't require shore power. She even has a wireless remote windlass control and an anchor wash down pump.

The Charlotte Time is in a boathouse year round at Capital City YC in North Saanich, adjacent to Sidney. She was re-engined 22 years ago with the engine switched around from the Chris Craft reversed method of taking the drive from the engine 'front'.

She sports several solar panels enabling her to cruise the whole summer without connecting to power. Our summer is usually 8 weeks aboard.

Great little boat! And we do the best we can to grow old gracefully with her. ■

We are searching for a **Fairline 32 Sedan** power boat built in Vancouver in the 1980s. *Do you own one?* If so please send me some pictures and notes about your vessel to theporthole@cps-ecp.ca

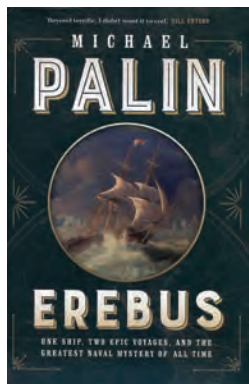


BOATING SAFETY TIP

Undocking Under Power

"So that it does not stall at a critical moment, warm the engine before undocking. Most manufacturers recommend shore or shallow water launching of PWCs, as dock launchings or landings increase the probability of personal injury or watercraft damage." - excerpt from *Boating Basics*, section 8.13.

SUMMER READS – Reviewed by R, John Garside

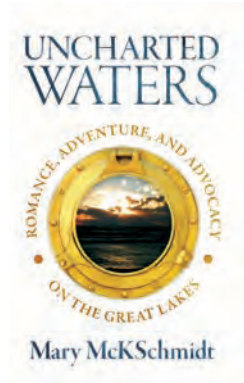


Author: Michael Palin
Pages: 334
First Published: 2018
Publisher: Random House Canada
ISBN: 978-0-7352-7427-3

I have often wondered about the ships of the Franklin expedition and where they came from and what other things they may have seen or done. This book answers that question in spades for the HMS Erebus, one of Franklin's ships that set off to explore the Canadian Arctic in 1845. Palin has been curious too and this book certainly illustrates that he did a great deal of research on the actual ship and life aboard her, as the book invites the reader into the ship of exploration and the men's lives that served aboard her.

The HMS Erebus was not specially built for the Franklin job but was constructed for an entirely different reason, to be a bomb vessel, a floating platform capable of handling large mortars for shore bombardment. These sturdy vessels built in the 1820's were not only well built but soon found themselves with no work as there was a long period of European peace. However, because of their construction they were thought to be ideal vessels for cold water exploration.

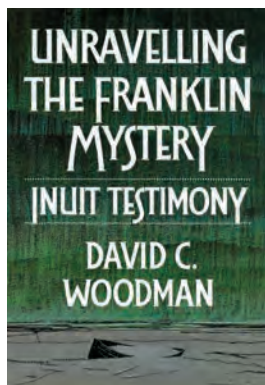
Palin takes us on a wonderful journey with the ship from her very beginnings in Wales where she was built and then to the southern hemisphere where she explored the waters of Antarctica for three years. Returning in 1843 she sat quietly for a short while and then re-entered the service and set out on her last voyage of discovery, the search for the fabled North West Passage. I found the book fascinating in several ways. There is the story of the various men involved with the ship but also there is the story of the ship herself, one that has seldom been told until now.



Author: Mary McKSchmidt
Pages: 248
First Published: 2018
Publisher: 14 Karat Books
ISBN: 978-1-7321009-0-9

I read this book in just two evening sessions, and then re-read it the following week. It was an amazing personal story of a young woman reaching out into the world, exploring not only her own country but the world as well. A world far removed from her own comfort zone and in the pages came a very clear message, life in the Union of South Africa is not the same as in America. So begins the author's experience of adult life and the challenges that a very foreign country presents. With each page I could feel her anxiety and as she shares her concerns and thoughts you see how she grows both in wisdom and knowledge. Eventually returning to America she sets out into the traditional industrial corporate world and there finds not only a good job but a love of the water too, Lake Michigan.

It is this love of the water and the attraction of sailing on it that really opens the author's eyes and heart and she soon finds herself quite taken by the beauty of the lake and the surrounding environment. However, all is not well, as with her heightened awareness Mary sees that the water is not as clean as it could be and the surrounding lands need to be protected from industrial fallout as well. So in fascinating detail you get to walk with her as she sees things from a different view, and begins to reach out to those around her to make Lake Michigan, her lake, a better place on which to not only sail, but to live by too.



Author: David C. Woodman
Pages: 390
First Published: 1991
Publisher: McGill-Queen's University Press
ISBN: 0-7735-0833-3

I first read about the Franklin expedition when I was just four years old in a book that was published in 1922. Very little was known at that time other than the two ships had traveled off into the vast white Arctic and were never seen or heard of again, or at least that is what we are all led to believe. However, that was not the complete picture. There were in fact actual eye witnesses to the event and that is where Woodman begins his quest into "unravelling the Franklin mystery".

Woodman unfolds the Franklin story in a fascinating and step by step way that relies on the oral tradition of the local Inuit living in the area where the two vessels were last seen. The facts are not always as easy to put together, but in each interview another piece of the puzzle seems to emerge even to the point of suggesting where one of the vessels lies beneath the water!

Ten years of research went into the book's findings and it makes for a most interesting read, knowing that one of the actual Franklin vessels has now been located. With each page and paragraph you can see the mystery unfold in front of you in a way that a movie could never do justice to, and what impressed me most was not that Woodman managed to piece all the puzzle together, but he was so open to listening to all of the Inuit oral history. Something that few people had done before or had dismissed.

COVER PHOTO OPPORTUNITY

If you have a great photo that you would like us to consider for The Port Hole's next issue, please send it to us at theporthole@cps-ecp.ca

Images must be uncompressed, original size and are of a minimum of 3 MB.

If there are people featured in your boating related photos, they must be wearing their life-jackets.



For past issues visit: <https://www.cps-ecp.ca/membership/magazine/>

Join us in

VICTORIA, BC

Register at www.cps-ecp.ca

Participate in this year's National Conference from Oct. 15 – 20, 2019. Volunteers and boaters from across North America will congregate in Victoria, British Columbia to exchange ideas, have their say in the business of CPS-ECP, attend workshops, network with old friends and meet new ones. It will be a working conference with plenty of time for fun and relaxation.

Victoria is situated at the southern tip of Vancouver Island. It is surrounded by the Salish Sea, which comprises the entire network of coastal waterways, inlets and harbours of southwestern British Columbia and northwestern Washington from Campbell River in the north to Olympia in the south. Long viewed by many in the region as one body of water, notably by the Coast Salish people, it is one of the most biologically rich inland seas in the world. In 2010, these waters – including the Strait of Georgia, the Strait of Juan de Fuca and Puget Sound – were by international agreement given the name **“Salish Sea”**. For boaters, it is one of the best cruising destinations in North America.

Our conference theme is “Cruise Ship Travel”

Victoria is one of the busiest cruise ship ports in Canada. This season alone, the city is expecting 267 cruise ship visits at the Ogden Point terminal. Join us on Friday night for a “Sunset Dinner Cruise”. So, pack light, come in cruise casual attire, tacky tourist attire or formal cruise ship officer attire.

To make your room reservations:

Fairmont Empress Hotel

712 Government St., Victoria, BC V8W 1W5

Reservations: 1-866-540-4429

Discount Code: CPS_1019

Online: <https://book.passkey.com/go/cpsecpagm2019>

We are pleased to announce that for CPS-ECP members travelling to Victoria for the 2019 conference and AGM, a special room rate of \$199 a night has been secured. This rate can be booked up to September 6, 2019, for any length of stay between October 11 and 23, subject to availability. Whether you come before the Conference or stay on afterwards, Victoria is a beautiful city to explore.

Our Tours:

Tuesday night (October 15): Join us for a tour of Victoria's Canadian Coast Guard Marine Communication and Traffic Services (MCTS) centre. Across the country, these centres coordinate responses to distress calls, broadcast maritime safety information (weather and navigational warnings), screen vessels entering Canadian waters, deliver information and advice to regulate marine traffic movement, and take appropriate action to ensure the safe and efficient movement of vessels in Canadian waters. Cost of the tour is \$25 and includes dinner prior to the event.

Wednesday night (October 16): Join us for a haunted “Ghost Walk”, featuring murder, hangings, romance and hauntings. After a day of meetings, this is just what you need to clear your head. Cost of this tour is \$20.

Thursday afternoon (October 17): Whale and wildlife watching! A three hour tour – Orcas, humpbacks, sea lions, and much more. We will be heading out in a comfortable, covered boat, with a certified marine naturalist on board. Cost of this wildlife experience is \$125.

Friday morning/ early afternoon (October 18): The world-famous Butchart Gardens. The Butchart Gardens are a must-see oasis, one hundred years in the making. Tour includes transportation to and from the Gardens and three hours on site to explore. Cost of this adventure is \$75.



Join us in

VICTORIA, BC
Oct. 15-20, 2019

register today at www.cps-ecp.ca



CONFERENCE 2019

at the Fairmont Empress Hotel • October 15-20, 2019

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REGISTER ONLINE AT: www.cps-ecp.ca

All fields are required

First Name _____ Last Name _____ Grade _____
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Postal Code _____ Tel _____ E-mail _____
Squadron _____ District _____
Member no. _____ Officer Position _____
Any Dietary Issues? _____
Is this your first National Conference? Yes ☐ No ☐

FULL CONFERENCE MEAL PACKAGE

Includes Friday Theme Dinner and Party, Saturday AGM Luncheon
and the Chief Commander's Gala Dinner and Dance _____ x \$240*/ \$270 = \$ _____

If you or your guest do not wish to attend all conference meal events, book separate meals below

Individual Conference Meals

Thursday, Board of Directors Lunch	_____ x \$50	= \$ _____
Friday, Joint Officers' Lunch	_____ x \$50	= \$ _____
Friday Night Theme Dinner "Sunset Dinner Cruise"	_____ x \$100	= \$ _____
Saturday, AGM Luncheon	_____ x \$75	= \$ _____
Saturday, Chief Commander's Gala Dinner & Dance	_____ x \$125	= \$ _____

Tours

Tuesday Oct. 15 – Marine Communications & Traffic Services	_____ x \$25	= \$ _____
Wednesday Oct. 16 – Ghost Walk	_____ x \$20	= \$ _____
Thursday Oct. 17 – Whale Watching	_____ x \$125	= \$ _____
Friday Oct. 18 – Butchart Gardens	_____ x \$75	= \$ _____
TOTAL		= \$ _____

*Early registration rates apply if received on or before September 2, 2019

PAYMENT INFORMATION

☐ Cheque. Please make cheque payable to CPS-ECP, Memo: Conference 2019. 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 September 2, 2019 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 2, 2019 are accepted with
no penalty. From September 3, 2019, all cancellations are subject
to a \$35 administration fee per person. After September 27, 2019,
cancellations will be partly refunded only if other conference par-
ticipants register to take your place.