

THE PORTHOLE

May 2020

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**BERT TERHART'S EPIC JOURNEY
AROUND THE WORLD 40-42**

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



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

When I first darkened Peterborough's door more than 30 years ago, I immediately looked for a way to get involved in my new community on a volunteer level. That quest brought me to the board of Big Brothers Big Sisters of Peterborough.

So I read with great interest the article submitted for this edition of The Porthole by the Toronto-based Broad Reach Foundation – the principle aim of which is give inner city youths a positive and, on many levels, life-changing experience via a day on Lake Ontario working as a member of a team on a sailboat.

I've been involved with several organizations and causes over the years since my time with Big Brothers Big Sisters, each gratifying for different reasons, but the youth mentoring program remains my most meaningful association. There is indeed a special place reserved for those who take the time to give kids a memorable life experience, all the while building their confidence and interactive skills.

Since its inception, the Broad Reach Foundation has done just that to the tune of some 500 youths and counting. The foundation's brain trust attributes the program's success to "the generosity of sailors" but I'd argue the program's success is driven by a compassion for others' struggles with a generous side helping of unselfishness.

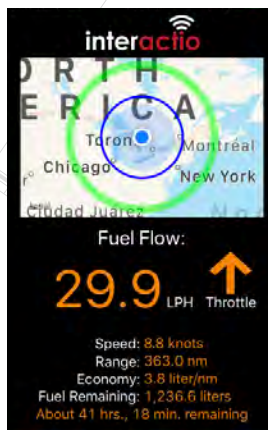
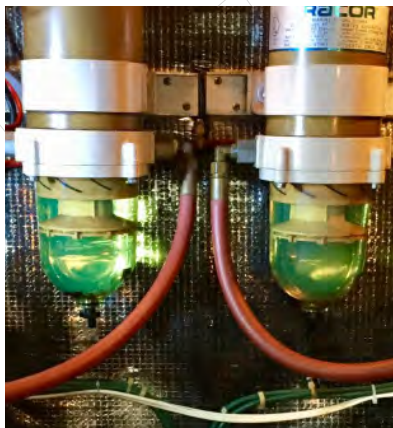
I've learned something very quickly during my short time to date with The Port Hole that this program reinforces – more than a

few boaters share a desire to bring 'newbies' into their world via a day on the water. I've had a few kind invitations already to do just that.

The Broad Reach Foundation isn't reinventing the wheel here. A substantial number of organizations, from coast to coast to coast, have made it their mission to give youths a positive experience upon which they can build while boosting their confidence. Still, it's refreshing to learn more about a foundation that goes about its work relatively quietly but has a lasting impact that's loud and clear.

I welcome you to enjoy this edition of The Port Hole. As always, I seek your contributions to these pages, much the same as the Broad Reach Foundation reached out to share its remarkable success story. Email your articles and photos to theporthole@cps-ecp.ca ■





CANADIAN-MADE FUEL MONITORING TECHNOLOGY MAKES THE GRADE

– by Jeff Evans, Sarnia Power and Sail Squadron

Some years back, a friend and I installed fuel flowmeters in our boats.

His boat was a modern 31-foot Cruisers with twin V8 gas-powered inboard engines. I owned an older 36-foot Sea Ray also with twin V8 inboards. We ran trials to find the “sweet spot” that provided the best fuel economy.

The Cruisers’ hull planed efficiently and we found the best fuel performance was at 23 knots. Any faster or slower and its fuel economy worsened.

Conversely, the Sea Ray did not plane well and her best fuel performance was at 7 to 8 knots. Fuel economy continued to degrade as we sped up. Running at 20 knots resulted in over twice the fuel consumed per mile. Meanwhile, the Cruisers had terrible fuel economy at 8 knots. Subsequently my friend ran his Cruisers on plane while the Sea Ray became a trawler running at displacement speeds. Our fuel monitoring systems became a critical tool when cruising.

Have you ever asked yourself any of the following questions...

- How can I reduce my annual fuel expenditures?
- How much fuel do I really have in my tank(s)?
- Will I make it back to port?
- What speed is optimal for fuel efficiency?
- What is my current safe range before refilling?
- How much additional fuel do I need to take on to reach the next destination?
- Can I reduce my carbon footprint without reducing my boating pleasure?
- Does my trim tab setting impact mileage?

With my next boat, I browsed the Internet for current fuel flowmeter offerings and was surprised to come across a Canadian manufacturer, Interactio (www.inter-

actio.com) out of Victoria, BC. Its product, Optio Fuel, took the technology to a new level with wireless fuel flow sensors connecting via Bluetooth to your smart phone. Utilizing features within your phone and an app from Interactio, the system provided real time fuel flow rates, optimal speed (over ground), current fuel reserve and potential ranges based upon both current speed and optimal speed.

My boat is a 46-foot Sea Ray with twin Caterpillar diesel engines. I bought the Optio Fuel system requiring two flowmeters per engine (supply and return) to monitor net fuel consumption. The installation was straightforward and the app was a free download from the App Store for my iPhone. I have since cruised more than 1,000 nautical miles, first discovering, then applying, optimal cruising speeds. My target is an average consumption of 3.8 liters/NM (1USG/NM) on average over a 500 nautical mile holiday at 8 to 10 knots. Not bad for a 30,000-pound boat. Two years on, I’m very satisfied with the results – reduced fuel costs and an improved cruising experience.

My only recommendation is that future app releases should include displays customized for cruising boaters. Fortunately, the Optio Fuel app will continue to evolve as Interactio posts new features and bug fixes – a significant advantage over fixed physical helm displays.

Looking ahead, Interactio plans to introduce an interface module between the wireless Bluetooth signals and third-party hardwired NEMA 2000 devices. I am keen to add this to my Garmin helm displays when available. It is great to see a Canadian company develop leading-edge technology that saves money while improving boater safety. Obviously, I am sold on Optio Fuel but whatever the manufacturer, do consider a fuel monitoring system for your boat in the near future. ■



SAVE THE DATE: THIS OCTOBER IN WINDSOR, ONTARIO

The six squadrons of the Western Ontario District welcome you to participate in this year's national conference, Vision 2020, from October 21 to 25.

Volunteers and boaters from across North America will gather in Windsor, Ontario to exchange ideas, attend workshops, network with old friends and meet new ones, and attend to the business of CPS-ECP. It will be a working conference with time for fun and relaxation.

The City of Windsor offers fascinating historical and artistic landmarks, culturally diverse cuisine, and unparalleled waterfront parks and gardens. Excitement is always a sure bet at Caesars Windsor, one of the largest casinos of its kind in Canada. Windsor is the most southern city in Canada and known for many firsts – the first gas station in Canada, the first Burger King restaurant in Canada, the first Canadian-made Ford automobile, the first telephone exchange...the list goes on and on but Windsor is also the where the first CPS-ECP course was taught in Canada.

Your hotel, Caesars Windsor, is located on the Detroit River overlooking the Detroit skyline and five kilometres of uninterrupted waterfront for you to enjoy and explore. A fun fact – Windsor is the only Canadian city situated south of the United States, so you will be looking north to Detroit, Michigan.

Making Your Room Reservation:

Caesars Windsor
377 Riverside Drive East
Windsor, ON N9A 7H7
Phone 1-800-991-8888 for reservations
Discounted rate of \$165 (Sunday through Thursday) and \$185 (Friday and Saturday) + HST and local taxes per night if booked before September 19, 2020 (subject to availability – book early).

Our Tours (available anytime):

- Walk along the river right in front of the hotel and enjoy life-sized art, monuments, playgrounds... five kilometres of beautiful sights.
- The Maison François Baby House is an historic resi-

*Vision without a task is only a dream.
A task without a vision is drudgery.
But vision with a task brings
a dream fulfilled.
What is your vision?*

dence that was owned by the prominent local politician François Baby. The house celebrates the fact that the Windsor area is the oldest continuously inhabited French colony west of Montreal and was the first permanent settlement in all of Ontario. 254 Pitt Street West.

- The Art Gallery of Windsor began in 1943 in Willistead Manor where exhibitions borrowed from other galleries and organizations could be displayed. Incorporated in 1944, the gallery soon began building its own collection, presenting exhibitions and education programs. 401 Riverside Drive West.

- On a hot or even a cool day you can have some fun splashing around the Adventure Bay Family Water Park. The 10,000-plus square metre water park is open year-round, although some parts of it only open in the summer months. 401 Pitt Street West.

Thursday, October 22 US Belle Isle/DYC Tour \$60

Leaving at 10:00, you'll take a trip to the Detroit Yacht Club for an enjoyable lunch and presentation on the more than 100-year-old establishment. Then it's onto the Dossin Great Lakes Marine Museum on the shores of historic Belle Isle, opening privately just for us. We will return home at 14:00. As you will be entering the United States, proper identification is required. Once registered, you will be contacted as to the requirements.

Friday, October 23 Amherstburg Walking Tour \$50

We will leave at 10:00 and arrive in Amherstburg by 11:00 where a historical guide will join us and guide a tour of all the historic sites of the area. You will have time for shopping and lunch before returning to Windsor at 16:30.

Saturday, October 24 WYC/Wiser's Tour \$40

At 13:15, your bus will leave Caesars Windsor and drop you off at the Windsor Yacht Club where the first CPS-ECP course was instructed. Here you'll learn of some of its history and enjoy a libation before heading off to the Wiser's Distillery at 15:00. Your Wiser's tour will provide you with a historic walk-through of Hiram Walker and several tastings of their famous golden liquids before returning at 17:00. Please wear closed-toe shoes. ■



*Vision
2020*

**SAVE THE DATE:
OCT. 19 – 25 2020
THIS OCTOBER
IN WINDSOR,
ONTARIO**





THE GENEROSITY OF SAILORS

The Broad Reach Foundation gives disadvantaged youths the on-water experience of a lifetime, leaving smiles and increased confidence in its wake.

It's July and a Catalina 42 is doing five knots towards the Eastern Gap in Toronto Harbour.

The sun is shining brightly in a cerulean sky and the lake is glittering. The crew? A jolly bunch comprised of two seasoned salts and six troubled teenagers who have never been aboard a boat in their life.

"I'm not riding a bike. I'm not driving a car. I'm sailing a boat!"

At the wheel, a young man looks up to the sky, laughing loudly and as confident as he can be. His name is Rahmin. From the bow comes a burst of applause, hoots and whistles as the rest of the crew offers its salute to a helmsman who has never been a helmsman before...until now.

Thanks to the Broad Reach Foundation for Youth, a great

experience has enhanced Rahmin's life and it's an experience that will remain with him for a long time.

For 21 years now, the Broad Reach Foundation has been the only registered charity in Ontario that has advanced youth education through the sport, science and adventure of sailing. Our mission? To enhance education, develop new skills, increase social belonging and create a lasting social impact.

All of the program's participants come from disadvantaged circumstances. Some are homeless living on the street; some are in conflict with the law; some sleep in shelters; still others face challenges like epilepsy, autism or addiction issues. Each has been referred to the Broad Reach Foundation by one of the 40-plus agencies with which Broad Reach has longstanding partnerships.



"My family and I are immigrants. We don't have much of anything. But I am rich. I have fun, I have friends, I meet amazing people and I look forward to summer again. I am rich because I am a member of Broad Reach."

It's May. Some 20 youths are at Outer Harbour Marina in Toronto. They're painting, cleaning and prepping the Broad Reach Foundation fleet, getting it ready for launch day. Some are wearing white protective paint gear and face-masks, prompting jokes related to space travel. But one of the crew is missing. Hamid is never late. He said he would walk to the marina as his family lives relatively close by in Regent Park. Hamid is called and it's suggested he be picked up along the shoreline. He laughs with surprise and delight.

"I've never seen this part of Toronto before. I've never walked here. It's beautiful and tomorrow I'm bringing my family here for a picnic. We never knew this was here for us to enjoy."

Hamid's enthusiasm is so unexpected, and his happiness at the prospect of sharing something special with his family – he has six sisters – is so sincere. Something has been added to Hamid's life, something he did not expect, and that has made him happy. Broad Reach begins with sailing but it leads to a new sense of possibility, which many of the youths involved have not known before.

"The overall experience was incredible. It was like discovering a new world completely unknown to me, piece by piece, person by person. Being part of the Broad Reach program was the best choice I made."

The Broad Reach Foundation engages about 500 youth participants each year. They sail our fleet of four vessels absolutely free of charge, supported by 60 volunteers. The ongoing support of the National Yacht Club, the Lakeshore Yacht Club, the Port Credit Yacht Club, Ports Toronto and the Boulevard Club is essential to the program's success. Each contributes to the development of participating youths. It's the generosity of sailors that continues to inspire our work.



If you wish to help us, to join this generous community, there are a few ways you can do so – by giving your time to share your skill and experience as a volunteer, either as a sailor with the Summer Afloat or Winter Ashore activities, or as a member of our fund development, program, governance or finance committees. If your preference is to make a financial contribution via the donation portal on our website at www.sailbroadreach.ca, please know that it is most welcome and appreciated.

Whatever method of helping you choose, you will be impacting kids that have many challenges and few options in life. And you will be contributing to the social impact that Broad Reach has focused on for 21 years to the benefit of some 5,500 youths and counting. We welcome your support of a most worthy tradition and invite you to share in the resulting joy that follows. It takes a village, as you well know. ■



Take an online course with CPS-ECP.
Check out the courses calendar at
www.boatingcourses.ca



BERT terHART'S EPIC JOURNEY AROUND THE WORLD: OLD SCHOOL SAILING THROUGH THE FIVE CAPEs



An active member of the Gabriola Island Power and Sail Squadron, Bert terHart is also a member of the Silva Bay Yacht Club on Gabriola Island and the Ocean Cruising Club (OCC).

On October 27, 2019, Bert set sail from Gabriola Island on Seaburban to fulfill a lifelong dream of circumnavigating the globe single-handedly, west to east via the five capes, using celestial navigation only while performing several scientific environmental research projects during his planned seven-month voyage.

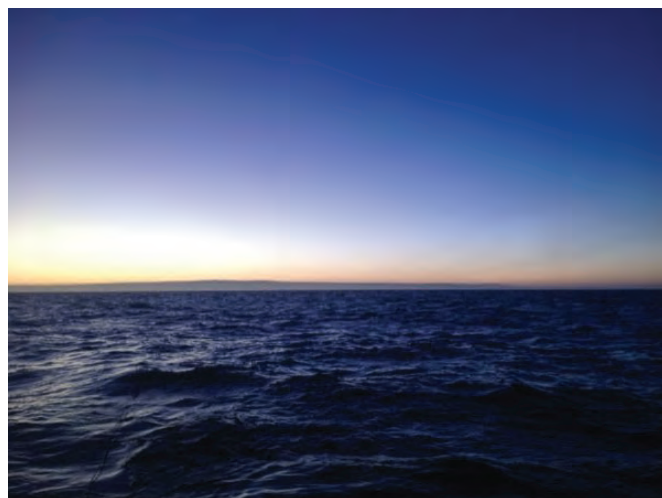
A co-recipient of an OCC Challenge Grant that helps facilitate meritorious voyages of adventure of environmental concern, Bert's voyage marks the first time a person from North America has attempted such a challenge.

Don Butt, AP has dedicated a blog updating his good friend's voyage, a diary made possible via emails from Bert's wife Nani who is in communication with her husband. Bert terHart's Epic Journey is posted at <https://www.sailblogs.com/member/seaburban/> but The Porthole is publishing selected entries over the course of Bert's epic voyage.

Almost

It has been an almost perfect day for two reasons: perfection is an absolute, so I'm holding out for better yet in the days to come, and we are slowed by light winds.

For once the light winds help rather than hinder. Our relatively slow progress east ensures I'm not in the path of the low that will be developing and is forecast to rapidly intensify east of us. A normal day's run yesterday and today would have put us in an area of gales, seven meter waves and an opposing current of one knot or more.



Today I thought of none of the above. I worked through Seaburban's spaces and lockers. I watched the albatrosses fly endless circuits around the boat and bob by, resting on the surface, casting furtive glances back at me as we passed by each other. And I got accurate fixes using sun-moon lines of position and, in the evening Venus, Canopus and Adair. In other words, this day I was anywhere but in the middle of the Indian Ocean.

I must have needed it. Perhaps the constant weather watch and eye, perhaps the lack of sleep, or perhaps fretting over the inevitable breakages and maintenance had taken their toll. A kind of glacial grinding down of one's energy and reserves. That's happening and the only person who should know it is doesn't.

And so it seems the game begins anew. The cloudbank astern is the harbinger of the trough that will overtake us tomorrow evening. The forecast is for 25 knot NW'lies and 30 knot SW'lies when the trough passes, six metre waves and 40 knot gusts. Experience tells me to expect more on all counts.

But today, whatever tomorrow brings, was worth it. Today was why these places are worth seeking. Today was why these places must be kept. Today was at least one reason of why I am here.

Sir Salty Promoted

It has been some time since Sir Salty McWorked-To-The-Bone's request for a promotion. Sir Salty has not raised the matter since. However, it was a legitimate request, made in good faith from a crew member in good standing and therefore deserving of a well-considered response.

I felt I could not do so until coming to grips with the re-

quest for Chinese Yuen. I found that more than curious. The only explanation I could conjure up was that Sir Salty had somehow run afoul of a Triad and owed a large gambling or protection debt to same. That or in grog-fuelled haze he had gotten into a scrap, as sailors are wont to do, and busted up some Shanghai bar or other place of ill repute.

It matters as we are in the Indian Ocean and on their turf so to speak. This is a place of pirates and kidnapping and strange disappearances and if all hands were to be ordered to fend for the ship and their lives, I would like to be prepared. It struck me that Sir Salty knew the whereabouts of the 38,583 Yuen on board. How else such an odd sum? Between gales and calms, I did indeed scour the ship for the dough. All I turned up were some rather alien looking potatoes. The ship's strongbox contained only a few American dollars. They would have to do. I pinned this note to his flipper last night:

'Your initiative and enterprise are to be commended. Indeed, every time the weather or circumstance turns against the ship and her crew, I notice you remain fast asleep and, it would seem, intending to stay that way regardless of the perils that may overwhelm us all. Clearly you are well and truly committed to your training and preparations. I can only hope the good Lord preserves us from the tempest that would ultimately have you spring into action, mentally sharp and prepared to do whatever it takes to save us all.

'Considering the fine example you are setting for the rest of the crew, and for your willingness to take on the duties and responsibilities as Chief Medical Officer, Chief Engineer, Chief Steward, Carpenter and Sail Maker as per your letter to me, I hereby grant you a doubling of grog on Tuesdays and Thursdays, and a doubling of fish fins on Fridays.'

'Before I consider this matter closed, however, I must ask if you have reason to believe, or know of any circumstance, that would have us and this ship placed at the mercy of a mob of criminals bent on righting some perceived wrong. This cannot be taken lightly and I will not stand for one jeopardizing all.'

'Lastly, an exhaustive search of the ship and her coffer has produced not a single Yuen. There are some American dollars and I am prepared to pay you outright the sum of \$5.25 American. I trust this will be satisfactory.'

The Fun Never Ends

There is a stupendous crashing and slamming as if the mast has somehow come unhinged and is pounding away at the deckhouse. It is pitch black, raining, blowing 32 knots and, up until a few moments ago, we were sailing 20 degrees up from a dead run at 6 and 7



knots in 12 to 15 foot wind waves mixed in with a 6 foot northwest and 4 foot southwest swell. Conditions are, shall we say, interesting.

Looking out the companionway and expecting the worst, I see the Monitor air blade pulsing rhythmically with the swell and the control lines a hopeless snarl on the port cockpit locker. Forgetting the sounds coming from up forward for a moment, it's clear what has happened. The monitor control lines have parted, probably chafed through where I never ever thought they would.

Dressed and harnessed as quick as I can, I am on deck cursing my luck, the fates, the weather, waves, clouds, and the rope manufacturer. I get the Solent tamed and begin to untangle and then de-rig the monitor. It looks to me that the core failed first. Impossible, says I. Looking closer and then examining the other lines, sure enough the cover, though worn, is intact but I can feel the core is stranding. I feel only slightly better knowing why the daily inspections never caught this one.



After putting the lines on the drum backwards and sending Seaburban on a super-charged close reach that has it bounding over the swell and crash landing on the backside of the waves, all is back in order and we are once again on our intended course, none the worse for wear. Down here, the fun never ends.

How Many?

One of the questions I am frequently asked is how many ships do I see?

The answer is hardly any ever. I am well outside any shipping lanes, so the only other ships I am likely to cross paths with are fishing vessels and, rather surprisingly, cruise ships.

Here, the *Coral Princess* passes within 2 miles. It's the same *Coral Princess* that was ferrying passengers to and from the public jetty in Port Stanley when I was there. Turns out it's a small world after all. ■



CAN YOU HELP TEACH BOATING 6 AND 7?



The course chair for Boating 6 & 7 (Offshore Navigation) is looking for members interested in teaching those courses online.

This is a great opportunity to share navigation stories with other members and augment the number of Senior Members (SN) we have in our organization.

Please contact Tony Gardiner at 416-483-5209 or acg@ieee.org. Tony will be happy to explain how the online method of teaching can be extremely rewarding as well as the ins and outs of this important way to get navigation techniques out to members across the land. ■

PORTS 2020: GEORGIAN BAY, THE NORTH CHANNEL & LAKE HURON CRUISING GUIDE

Published by Canadian Yachting Media
314 pages, spiral bound, \$64.95
– by Bruce Conron

Having purchased every edition of the PORTS guide since its inception in 1985 to assist my navigation of Georgian Bay, I was intent to discover how new and improved this year's edition is from its last prior edition of 2014. This is the first edition with Canadian Yachting Media at the publishing helm.

The first thing was finding it shrink-wrapped. Removing the wrapper, I found a card enclosed with a unique complimentary code enabling me to download it digitally as an app onto my mobile device, thus having an onboard version during the boating season and the hard copy format high and dry for offseason trip planning.

The page count is virtually the same as before; the contents again divided by six stiff marginal tabs, each featuring a unique and attractive photograph associated with its contents. Four of them detail the ports of call on Huron, the Bay, Midland and the NE coast, and North Channel, and then the two passage/cruising guides for Georgian Bay and North Channel. I found all the features I've appreciated over the past 30 plus years very much intact.

Among the many side bar 'cruising tips' is a timely new one entitled Think Twice About Drinking Aboard Your Boat. The first tip is on weather and has been completely rewritten. Early on I found a page devoted to every Georgian Bay cruiser's top-of-mind concern, fluctuating water levels and the dramatic rise of Lake Huron above chart datum since 2013. The 14 pages devoted to a variety of day-by-day trip plans are still there. Strategic waypoints are provided. All the harbour maps and the hundreds of panoramic colour photos for conning one's coastal cruising on these waters are there, the latter making this guide virtually indispensable for both the newbie and the old salt venturing on Lake Huron.

The majority of the well annotated aerial photos of harbour approaches and inter-island passages among Georgian Bay's 30,000 Islands and North Channel are new, particularly the former. The angles of exposure are more revealing of the entry, their perspective is usually broader, the shorelines better defined because the colour tone of the water appears much more gun metal or lighter than the



noticeably darker indigo blue in the 2014 edition.

Quibbles? I have only a few and they are minor. LeBlanc's Sans Souci Marina has not offered diesel fuel for several years. A new and extant edition of strip chart 2203 was published in May 2006, not in the fall of 2007 (an error carried over from 2014). It might have been better to consolidate the advisory on water levels on Page 4 than have a separate sidebar on the lows of 2013 on Page 233, which is a repeat of that on Page 231 in 2014.

Overall, the new editorial team at CY Media has done a commendable job in making sure I won't leave the marina without Ports 2020. A plus in this regard is their retention of Gabrielle Lotimer's classic Gunkholing Secrets, she being their 'ace in the gunkhole' who began exploring Georgian Bay every summer 50 years ago. Gabrielle is the former research writer going back to the beginnings of this guide. She and her husband are acknowledged among others with gratitude in the introduction for being the embodiment of a quality publication that will be theirs to carry "forward into a new era."

Visit www.portbooks.com to find out where you can pick up Ports 2020. ■



THE PORT HOLE PHOTO CONTEST

– by CPS-ECP Marketing Team

How to give yourself your best shot at winning?

Do you want to see your work featured on The Port Hole's cover? Do you want your images to become part of the CPS-ECP image bank for future covers and social media posts while having the chance to win some valuable prizes?

If you answered yes, terrific, but your submissions must be of high quality. An image of less than 300 dpi will not be conducive to good printing quality. What also makes for a great image is a stable, straight frame that is achievable by turning on the grid in either your mobile device or camera. To achieve that, you have a few options:

Mobile

- Set your camera settings to the highest resolution possible.
- Set up a guiding grid to help centre your composition.
- Do not use flash in daylight.
- Test the camera to understand what you need to add or eliminate from the settings.
- Take several shots until you're happy with the result.

Camera

- Turn on grid view.
- Use the rule of thirds (framing your image on the grid).
- Use your camera strap or tripod to reduce motion blur.
- If you're shooting in the dark, consider using longer exposures or increase your ISO. Beware of noise in the image if you raise your ISO too high.
- If you're shooting in bright daylight or under cloudy skies, beware of clipping your highlights or over-exposing the bright points in your image.

Submission Criteria

- Photos must be 300 dpi or 3968 x 2976 pixels.
- Like and tag @CPSboat on Facebook; follow and tag @CPSboat on Twitter; follow and tag @cps.ecp on Instagram.
- Use hashtag #BoatingAdventures #PhotoContest #AventuresNautique #ConcoursPhotos when you are uploading your submission(s) to social media.

If you do not use social media, send your submissions to **publication-graphics@cps-ecp.ca** ■

