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SHOW SPECIAL

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FEBRUARY 2014

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SPECIAL FEATURE

**83 Boat Show in Print 2014
The best of the shows!**

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The benefit of the boat shows is that they allow buyers to explore all the options available to them. You get to look at sailboats and powerboats, small boats and big boats, and everything in between... Whatever your interests, there will be a boat at the shows to meet your desires, lifestyle and dreams.



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On the Cover: Vancouver International Boat Show on the docks at Granville Island. Photo by Duart Snow



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A World of Boats

In this issue, we launch a new department that's intended to help our readers get answers to their questions about boats and boating, and to enable the many knowledgeable and skilled professionals who make up our industry to share their hard-won expertise. ASK THE EXPERTS welcomes questions from readers about any topic related to boating; we'll put your questions to appropriate pros and publish their responses in the magazine and online at www.canadianyachting.ca. (Send questions to duartsnow@kerrwil.com). Because this is our Boat Show Special issue, we decided to launch EXPERTS by asking a few yacht brokers what folks new to boating but interested in buying a boat should look for at the shows. You'll find their responses on page 109.

Our experts have plenty of sound, practical advice to offer boat shoppers, but what stands out for me are their repeated references to the "world" of boating, the "community" of boaters and the many, many ways in which we can use our boats and enjoy being on the water. As they suggest, that's all part of the fun. Aboard *Thea*, our passion is coastal cruising and exploring, but our circle of boating friends includes hard-core fishermen, sailboat racers and bareboat charterers, day cruisers and commuters, lake boaters, island property owners, classic boat buffs, even water-skiers, to name a few. You really can do all kinds of cool stuff in a boat, while meeting interesting people and discovering fascinating places.

Each year, our major boat shows in Vancouver and Seattle provide the perfect opportunity to experience this wide world of boating under one roof and on one set of docks. Hundreds of exhibitors display craft of all types, purposes and sizes, and hundreds more offer gear, services, destinations, and other products to encourage us to enjoy being afloat. If you are new to boating, don't miss the shows: they're the ideal place to dip your toes and start your search for the right boat. And if you're an old hand, well, you know what to expect...but you just might find that perfect piece of gear or bit of new fishing tackle you didn't even know you needed!

When you visit the Vancouver International Boat Show January 22-26, please stop by the *Canadian Yachting West* booth, #174 on the BC Place Concourse. We'd love to hear what you think about the magazine, how we can make it better, or just what's up in your boating life.

Bring on the shows!

SAFE PASSAGE

With the sudden death of Robert Buller in late October, we at *Canadian Yachting* lost a valued friend and contributor, while many in the marine industry on the West Coast and throughout North America lost a respected colleague. Robert's wide circle of friends in boating knew him in many roles: a journalist with a strong interest in marine equipment and systems; a dedicated Canadian Power Squadron instructor with a specialty in navigation; owner of the classic 48' Monk powerboat *Nirvana*; a keen restorer of wooden small craft; even as the guy who took your docklines and pumped fuel at Broughton Islands marinas such as Jennis Bay and Pierre's Echo Bay, where he and partner Karen spent their summers recently. But boating was just one of his many passions; they also included broadcasting, cars, motor racing and motorcycles, operating small businesses, teaching and mentoring fellow-entrepreneurs, business writing and publishing, and working with various non-profit organizations. Robert tackled everything he did with enthusiasm, humour and integrity, and that meant building communities and making good things happen came naturally to him. For those reasons, his passing will be felt sharply in all of his chosen fields.



duartsnow@kerrwil.com ■

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COASTAL CRAFT

65' Concord

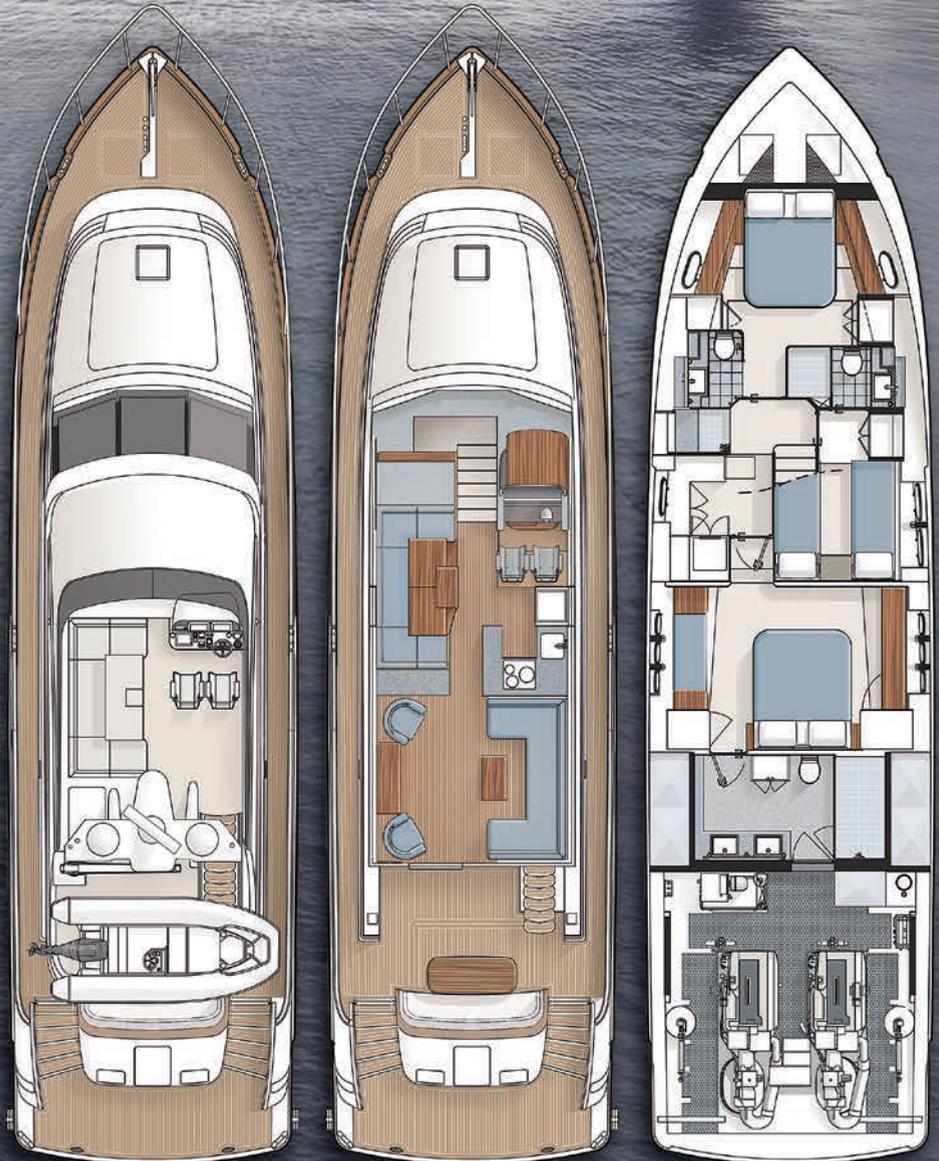
Performance



Performance, luxury and advanced technology are combined to engender an entirely new yacht class.

The 65 Concord designed by Greg Marshall, exemplifies the latest in high performance alloy luxury yachts. Powered by twin Volvo IPS1200s, the Concord offers cruising speeds of 26 knots with a top speed of over 30 knots! Her impressive range is 500 nm at 25 knots and 1000 nm at 10 knots. Four Volvo joystick docking stations provide precise ease of handling - even for a couple.

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SHOWTIME!

VANCOUVER SHOW JUMPS TO JANUARY



➔ VIBS 2014 runs January 22-26 at BC Place and Granville Island.

WESTERN CANADA'S PREMIERE BOAT SHOW, the Vancouver International Boat Show, rings in the New Year with a new set of dates. From Wednesday to Sunday, January 22-26, the 52nd annual event kicks off the season with more than 250 exhibitors showcasing a huge selection of boats and gear.

Indoors at BC Place and on the water at Granville Island Maritime Market, show-goers will find family-friendly activities, an expanded boating seminar schedule and great deals on the latest marine products. Free shuttle buses and ferries run continuously between the two venues.

Hours: Wednesday and Friday 11 am–9 pm; Thursday 10 am–7 pm; Saturday 10 am–9 pm; and Sunday 10 am–5 pm. The floating show closes daily at 5 pm.

Find complete details at www.vancouverboatshow.ca. ■

...AND NOW FOR SEATTLE

ONE BOAT SHOW IS NEVER ENOUGH... and Western Canadians can enjoy the West Coast's biggest, the Seattle Boat Show Indoors + Afloat, on the heels of VIBS. The show runs Friday, January 24 to Sunday, February 2 indoors at CenturyLink Field and on the docks at South Lake Union, with a free bus shuttle between the venues. It packs hundreds of boats into its two locations, along with three acres and 260 exhibitors of accessories indoors at CenturyLink. Always a show highlight is the program of more than 200 free seminars.

Hours: CenturyLink Field – Monday–Thursday 11 am–8 pm; Fridays 11 am–10 pm; Saturdays 10 am–8 pm and Sundays 10 am–6 pm. Lake Union – weekdays 11 am–5 pm and weekends 10 am–5 pm. (Show closes at 3 pm Sunday, February 2.)

Canadians heading south can take advantage of special travel packages that include transportation, hotel and show admission. Visit www.seattleboatshow.com/canada.html.

Find full show details at www.seattleboatshow.com. ■



➔ Seattle Boat Show's floating venue at Lake Union—the 2014 show runs January 24-February 2. ▶

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ROUND THE RENDEZVOUS

CANADIAN CHRIS-CRAFT RENDEZVOUS 2013



☛ A blindfolded dinghy race was the highlight of this year's Canadian Chris-Craft rendezvous—Gay and Bill Miller rowed away with the win.

AT THE HEIGHT of our fantastic summer, the Canadian Chris-Craft Rendezvous drew 18 vintage boats, including two from our neighbours to the south, to Telegraph Harbour Marina July 19-21. It was great to see so many new boats and faces, and always a pleasure to share our mutual interest in our "old" Chris-Crafts.

This year's much-anticipated Saturday afternoon event was a blindfolded dinghy race, with two crewmembers in rowing dinghies, an oarsperson and a navigator. Each boat was equipped with a water super-soaker for navigators and a paper bag (size large) for the oarsman. The course was relayed to navigators with a final twist: a committee member was positioned at the turnaround marker with a variety of floating rubber ducks. After rounding the mark, each crew had to retrieve a floating duck, with the oarsman still blindfolded—a true test of communication among crews. Once a duck was captured, the oarsperson could take off their bag. In the end, Gay and Bill Miller of the 25' Chris-Craft Catalina *Charlotte Time*, won the day, blindfolded all the way.

On Saturday evening we had our usual potluck barbeque dinner and 50/50 prize draw. Then an impromptu gathering with two mandolins kept everyone singing into the night. Sunday morning seemed to start a bit later...perhaps thanks to the sing-a-thon. Crews enjoyed a leisurely morning taking in the local market or just preparing for their next port of call.

—Mike Girard. ■ ▸

OCEANIS

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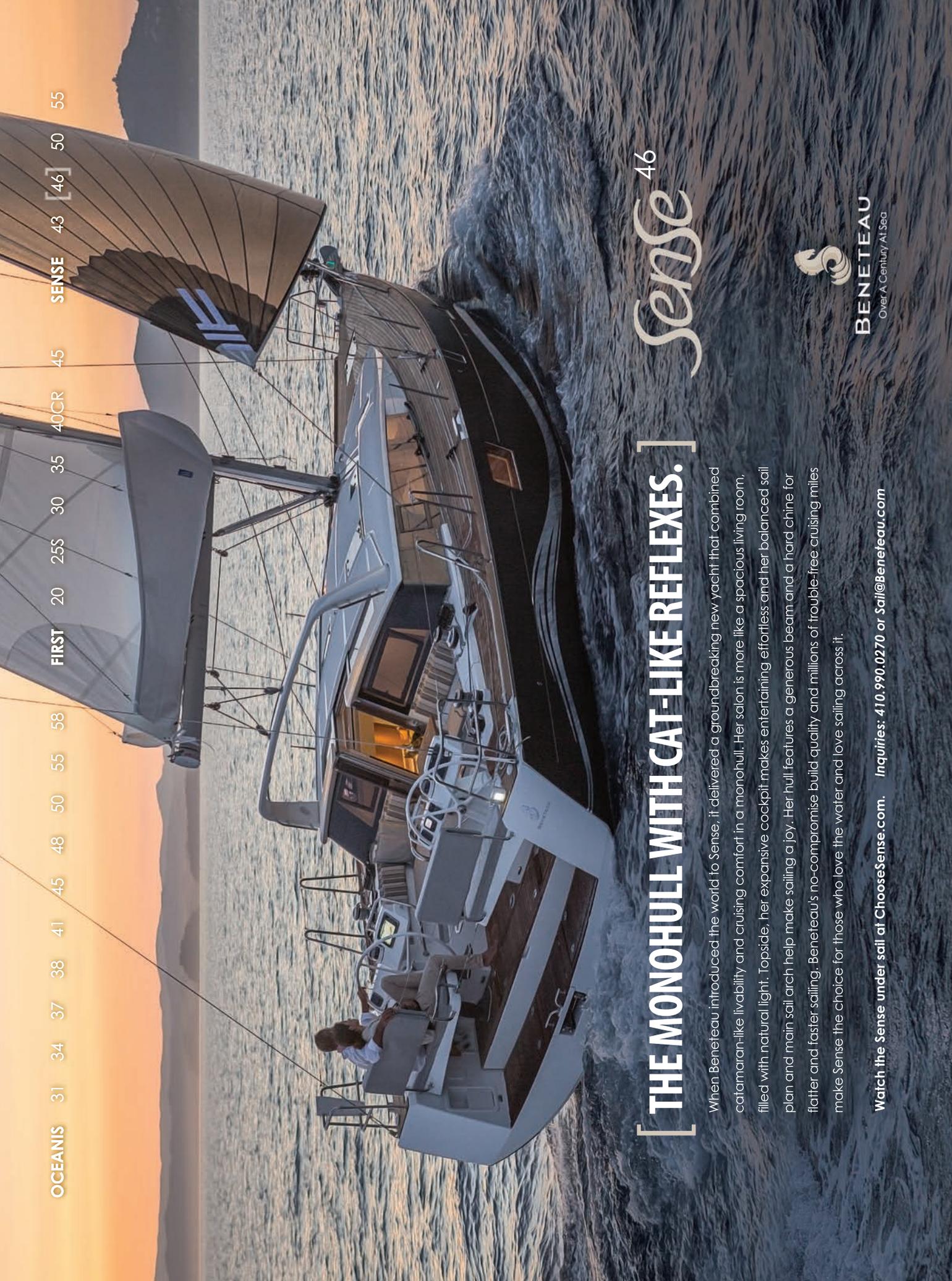
SENSE

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WEATHER BATTERS NPY RENDEZVOUS

WEST COAST OWNERS OF NORTH PACIFIC YACHTS enjoyed a successful rendezvous at Roche Harbor Marina September 29-October 2 despite being battered by storm-force winds and torrential rain. The weather reduced our attendance somewhat, down from the 28 boats pre-registered, but several sessions were enthusiastically attended, especially one on engines

North Pacific Yachts' rendezvous at Roche Harbor was a wet, windy affair.

hosted by Pat McCullough of Cummins Northwest. Several women enrolled in NP Women on the Water training mentored by Capt. Gerry Travers. At least six women were at the helm of their boats on departure, so the training was clearly well-received and effective. The 2014 NPYO Rendezvous will be held September 21-24 at Telegraph Harbour Marina.

-Brian Genge. ■

WINTER WARM-UP IN POULSBO



NORTHWEST BOATERS can get in touch with their inner Vikings at a new Winter Rendezvous hosted February 7-9 by hydroplane racing legend Chip Hanauer, aka The Boat Guy, and the good folks in Poulsbo WA. Aimed at encouraging boaters to get out on the water year round, the Norsk-flavoured fun includes beer, wine, whiskey and smoked salmon tastings, brewery tours, a marine swap meet, a downtown poker run, live music, a gala dinner-dance and more. At \$75, tickets cover all event admissions, swag and discount moorage at the Port of Poulsbo.

Visit www.theboatguy.com/2013/11/winter-rendezvous/ for details and a video. ■

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MOBILE PUMPOUT SERVES LOWER MAINLAND

PUMPING OUT THE HOLDING TANK after a weekend cruise is a job many of us would happily leave to someone else. A new mobile marine pump-out service enables Lower Mainland boaters to do just that.

Ray Weind, who operates Mr. Pumpout with son Derek, says the company aims to provide customers with a “hands-free” service as new sewage discharge regs mandate the use of holding tanks and forbid dumping of raw sewage within three miles of shorelines.

Mr. Pumpout serves marinas from West Vancouver and Burrard Inlet south to Richmond and Ladner with a purpose-built boat that holds 500 gals of sewage. The company has been discharging at the False Creek Fishermen’s Wharf but is working to establish infrastructure at other Lower Mainland locations. Clients can request a one-off visit or sign up for regular pump-outs

on monthly or yearly plans—and don’t need to be at their boats for service.

“We’re trying to make it as easy as possible for our customers,” says Weind. “It’s a clean, green service and the boat doesn’t look like a pump-out barge.”

Single pump-outs start at \$25 for 50 gallons, sufficient for most boats. Services also include tank flushing, environmentally safe chemical treatment and winterizing.

Visit www.mrpumpout.com. ■

➔ More than 400 people attended the raising of the Gwaii Haanas Legacy Pole August 15 at Windy Bay, Haida Gwaii. The 42’ monumental pole, the first such pole raised in the area of Gwaii Haanas National Park Reserve in more than 130 years, celebrates 20 years of cooperative management by the Haida Nation and the federal government. The pole, created by carver Jaalen Edenshaw, was inspired by those who care for Gwaii Haanas and depicts the connections between land, sea and people through human, animal and supernatural carved forms.



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NEW OWNER PLANS EXPANSION AT CORDERO LODGE



CORDERO LODGE, a popular stop for cruisers on Cordero Channel, has a new owner. Laurie Tanguay purchased the marina-resort from longtime owners Reinhardt and Doris Kuppers in May and enjoyed a busy season in his first summer of operation.

Tanguay plans to expand the resort this winter, extending the current 800' of dock space, as well as adding more guest cabins and a hair/esthetics salon in the main building.

Located behind Lorte Island, just east of Mayne Passage, the resort offers a cozy restaurant, guest moorage, showers, washrooms and laundry in a convenient location about 10 miles north of Dent Rapids.

www.corderolodge.com. ■

BOATCAN, CY PARTNER IN MAJOR BOATING WEB SOURCE

BOATCAN, AN ONLINE SERVICE that matches boat sellers and buyers, has partnered with *Canadian Yachting* and *Canadian Yachting West* to expand into Western Canada. Boatcanwest.com will focus on advertising boats and products for sale, and services for clients in Western Canada and beyond. Boatcan, Boatcan West, CY and CYW are sharing print and electronic media platforms to offer the largest marine web source in Canada. The new alliance will see Boatcan and CY share information, articles, data and personnel.

"The CY companies wanted to provide clients with an online advertising base. Boatcan's proven track record made perfect sense for us to work collectively to improve advertising opportunities in the marine industry coast to coast," said CY publisher Mark Collett.

Visit www.boatcanwest.com. ■

ON THE CALENDAR

Jan. 22-26	Vancouver International Boat Show BC Place/Granville Island
Jan. 24-Feb.2	Seattle Boat Show Century Link Field/Lake Union
May 1-4	Victoria Harbour Boat Show Inner Harbour
June 3-6	Pacific Yacht Industry Forum & Expo Vancouver

Planning a rendezvous, club cruise or other boating event? We'd like to hear about it. Email us in advance with details at duartsnow@kerrwil.com and send us a short report and photos afterward. We'll run your announcements, stories and photos in a future issue of Canadian Yachting West.



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Summer Days at Newcastle

THERE'S ALWAYS SOMETHING NEW TO DISCOVER AT NANAIMO'S OWN MARINE PARK

LAT/LONG: 49° 10.8' N, 123° 55.8' W

Story and Photos by Audrey Wilson

IN MY YOUTH, SUMMERS IN NANAIMO WERE NOT COMPLETE WITHOUT A VISIT TO NEWCASTLE ISLAND. Just a short boat ride away, it offered beautiful beaches, hiking trails, a rich history and an enticing shoreline. My mom and I would save our coins for the ferry fare and, eager with anticipation, savour every moment of the ride. We spent hours beachcombing, clambering over the beautifully marked and unusually-shaped sandstone boulders that make up the shoreline, finding small sea treasures, and investigating the tide pools from the ferry dock around to Kanaka Bay. We would return home exhausted, sunburnt and feeling as if we had been away to a summer resort.

For my own daughter, it was very much about swimming at those same beaches. Sitting in the cut between Newcastle and Protection islands at low tide, we dug for clams, played in the sandy mud and waited for the water to flood in from both directions to meet us in the middle. Floating on our backs, we would face the ocean and watch the ferries go by, then about-face to take in the view of Nanaimo Harbour and Mount Benson. As time passes all too quickly, it is now my adult daughter who accompanies me to the island. On our 27' US Yachts sailboat *Wee Dream* it is easy to pick

up a mooring buoy and spend a fun summer night swimming and walking the shoreline.

So imagine my surprise, after all these years, that when we took up kayaking we found yet more of Newcastle to explore. From Newcastle Island Passage, the many sandstone boulders that were once unreachable are now easy to view and explore. The channel is marvellous habitat for starfish, herons, sea lions and seals. At low tide, we can portage across the cut or simply rest and await the rushing flood tide. Off Nares Point we can enjoy riding ferry waves.

Once again, Newcastle has rewarded us with an exceptional summer outing, made even more special by the company we kept and the memories we took home with us.

Audrey Wilson's first boating experience was living aboard as a child with her parents in the late '60s. She and husband Calvin bought their US Yachts 27 in 2011 and are discovering the joys of sailing around Nanaimo and the Gulf Islands. ■

Tell us about your PARTICULAR HARBOUR: a favourite anchorage, cove or hideaway, a park, beach or marina, a fishing or paddling spot, a peaceful trail or a stunning viewpoint ... whatever inspires you to get out boating! Tell us what it means to you and why, and we'll help you turn it into a story. Email suggestions to duartsnow@kerrwil.com.

✦ A stunning view of the Strait of Georgia from Newcastle Island's sculpted sandstone shoreline.

Exploring Fish Egg Inlet

JUST OFF FITZ HUGH SOUND, FISH EGG INLET BOASTS A MAZE OF ISLETS AND A MULTITUDE OF ANCHORAGES, ALL WAITING TO BE DISCOVERED.

Story & Photos by William Kelly and Anne Vipond

OF ALL THE BOATING WE'VE DONE ALONG THE INSIDE PASSAGE, one of our favourite cruising areas lies just north of Cape Caution. Once past this aptly named cape, we usually make a beeline up Fitz Hugh Sound to revisit anchorages we first pulled into 20 years ago. Many of the wilderness anchorages along BC's central coast change little from year to year. It's the people visiting them who change. In our case, we were no longer cruising in our 35' liveboard sailboat with about as much freedom as we'll ever have. Now we have business commitments, a house and kids, but life is good and we were boating

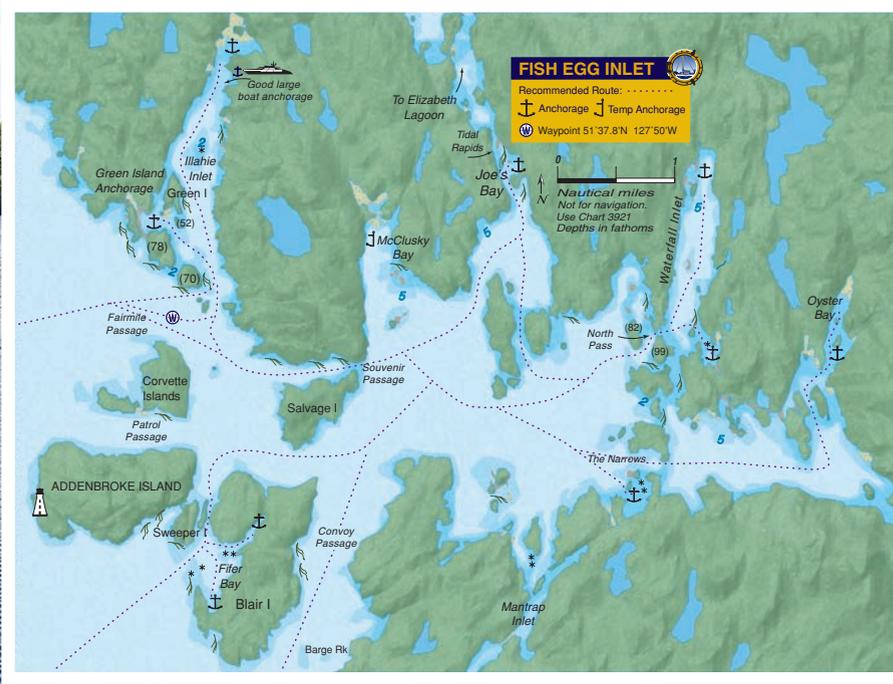
with our boys. Plus, we had a new sailboat—a 48-footer—which seemed just the right size for two adults, two teenagers and one small dog.

It felt exhilarating to be on a month-long summer trip, and even better to be sailing past Cape Caution just one week after setting out in early July from our marina on the Fraser River near Vancouver. Our reward for rounding Cape Caution was the welcoming sight of Fitz Hugh Sound. This broad, 40-mile-long channel is lined with mainland mountains and scenic inlets that we planned to explore. But first we promised John, our 14-year-old, that we would try to

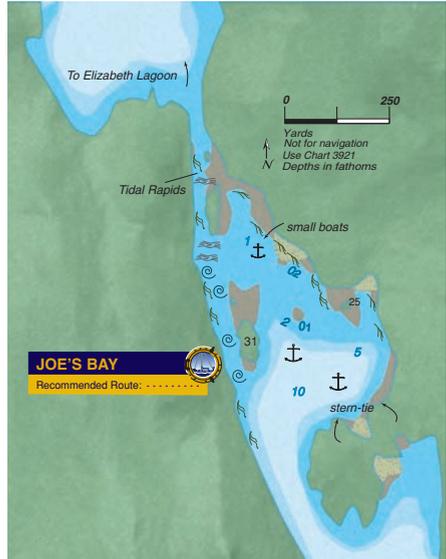
catch a salmon. After all, we were in sportfishing heaven and it was time to slow down and put a line in the water.

Large runs of salmon enter Fitz Hugh Sound through Hakai Passage on their way to spawn in mainland rivers, so the odds were in our favour. But we had no luck fishing from our dinghy just outside our Fury Island anchorage at the mouth of Rivers Inlet. We did, however, see humpback whales feeding on the far side of the sound near Cape Calvert.

The next morning, while trolling for a salmon, we saw more humpback whales as we motored up the sound toward Fish Egg Inlet. One was feeding right outside the entrance to this inlet.



Joe's Bay.



We were so distracted watching the humpbacks diving and breaching that the sound of a salmon hitting the line startled us. Bill reeled it in with John's help and we had a beautiful chinook to barbecue for dinner.

ENTERING FISH EGG

We put our catch on ice and turned our attention to piloting our vessel into Fish Egg Inlet. Addenbroke Island, its lighthouse overlooking Fitz Hugh Sound, is one of several islands lying at the entrance to Fish Egg Inlet. Addenbroke's 100-year-old lighthouse is perched on a cliff and is an obvious landmark. In 1928 the

lighthouse was the scene of a grisly murder when the keeper was found dead of a gunshot wound. A hermit living in a tent at Safety Cove was the prime suspect but just as police were closing in for the capture, he vanished and was never found.

Entry from the south is through Convoy Passage into the central part of Fish Egg Inlet, which branches into numerous bays and unnamed coves. The inlet wasn't surveyed until 1984 and remained undiscovered by most boaters until a CHS chart (Chart 3921) was published in the early '90s. Until then, navigating around the vast array of islands and small inlets within Fish

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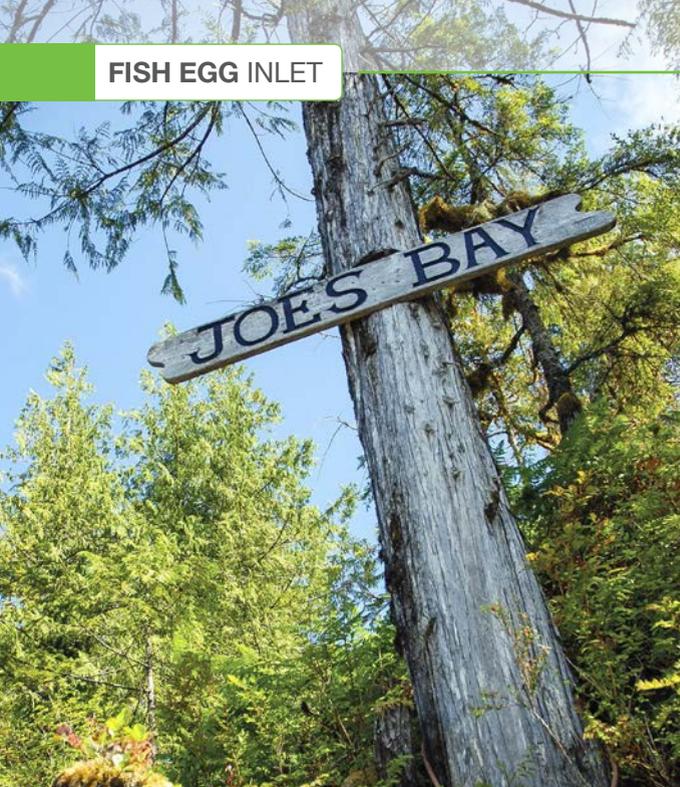


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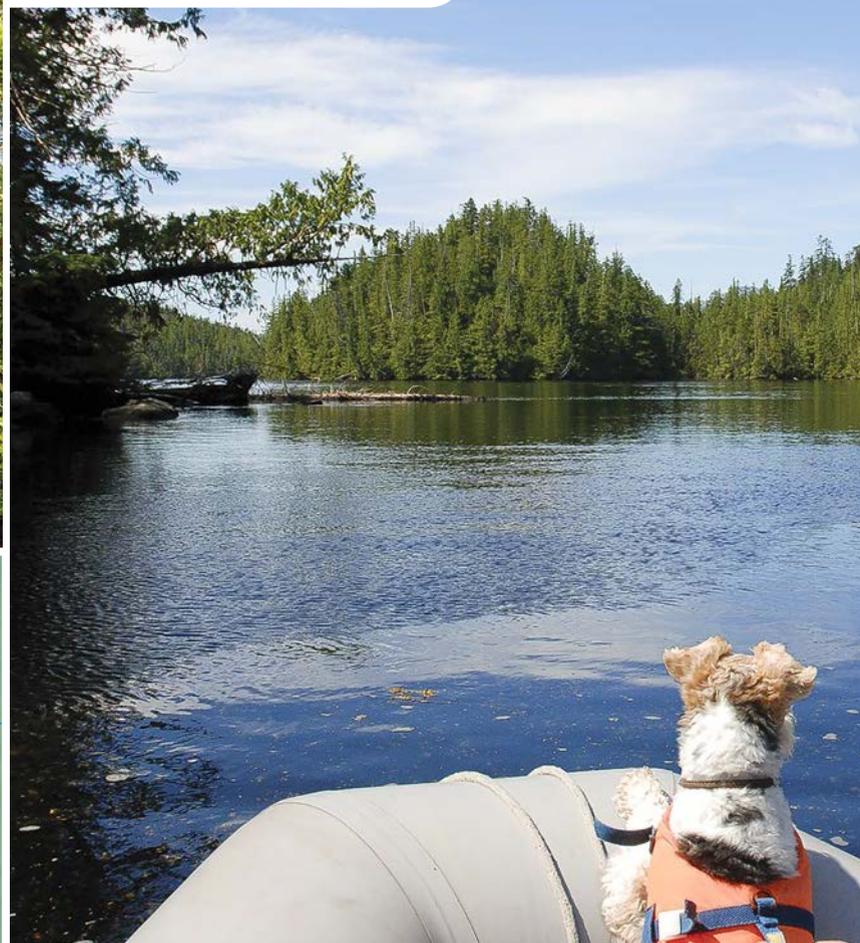


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Joe's Bay is a snug anchorage on the north side of Fish Egg Inlet. The entrance to the lagoon in Joe's Bay is interesting but dangerous, with a significant waterfall on the ebb tide. Enter only near high-water slack.



Egg Inlet called for local knowledge. Fish Egg Inlet is over seven miles long and four miles wide; within its scenic shores are several, perhaps dozens, of secluded and snug anchorages.

Fish Egg Inlet is a rockfish conservation area where no lines are allowed in the water, but recreational boaters can still set their crab and prawn traps. One note of caution: because charting of this area is relatively recent, it's wise to take your time in shallow areas and always watch the depth sounder. There have been a few reports of uncharted rocks. The entire inlet is fairly protected in all but the most insistent breezes and it's a pleasure just to motor about to the various anchorages.

We headed to Joe's Bay for the night. This snug anchorage lies midway along the north side of Fish Egg Inlet and includes a dramatic set of reversing falls. We prefer to anchor in the deep part of the cove in about 60' and usually

have the place to ourselves. If it's busy, we take a line to the south shore. The drying rock opposite the island marked '31' and the reef extending from the islet marked '25' must be given room before setting the hook. The holding, in mud, sand and shell, is very good. The narrow part of the cove to the north gets plenty of current and, between surrounding reefs, is a very tight fit that is suitable for small boats only.

DAUNTING RAPIDS

A tidal rapids leading to Elizabeth Lagoon lies at the head of the cove, creating a profusion of foam carried by current into Joe's Bay. Although very interesting, this set of rapids must rank as one of the more dangerous lagoon passes on the coast, connecting as it does with a large, three-mile wide lagoon that is over 400' deep in places. On an ebb, a significant waterfall is created at the

lagoon entrance with up to a four-foot drop over a ledge that you only need to see once to be impressed.

We piled into the dinghy to take a quick look at the lagoon. If you're heading into the lagoon by dinghy, be sure to depart it within an hour of high-water slack. As the *Sailing Directions* warn, the lagoon water is opaque, making it difficult to see dangers. Tides are referenced to Wadhams in Volume 7 of *CHS Tide and Current Tables* but if visiting the lagoon is a priority for you, it might be wise to observe the rapids from the east shore a day before to get an idea of the amount of current and the time available before the pass is too dangerous to navigate. The tide was close to turning, so we didn't linger inside the lagoon.

That evening after dinner, while Reid strummed his guitar in the saloon, John stepped out on deck



on to the south end of Waterfall Inlet where a very pretty anchorage lies in the inlet's southeast corner, about half a mile from the waterfall. We tucked into the bight behind a small peninsula and, with a line ashore, were completely out of any wind. The holding is good in 35' over sticky mud. Good anchorage for larger boats can be had in the middle of this cove in about 45'.

This is one of those very rare and remote anchorages where time indeed seems to stop and where you can hear the birds and the cedars as the wind, high above, blow through the inlet. There is a small lagoon in the cove's northeast corner that makes for an interesting, if short, dinghy trip. To the east of the lagoon is a small lake, which you can hike to along the creek bed. ▶

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to look around and saw nothing but foam on the water. These white suds were flowing into the anchorage from Elizabeth Lagoon, blanketing the surface of the water and transforming the anchorage from glassy millpond to foaming bathtub.

Next morning, there was residual foam floating on the water as we left Joe's Bay for our next anchorage, Waterfall Inlet. On the way to Waterfall Inlet there are two nice little passes between the numerous islands. One is the small pass north of Island '99' on Chart 3921. Currents in this pass seem to be two or three knots at most, and if you stay in the middle you'll have at least 12 to 16' of water.

A small waterfall does indeed flow into the east side of Waterfall Inlet at the mouth of a creek which leads, after a short but steep hike along the creekbed, to a lake. With no promising anchorage nearby, we decided to carry

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THE HUMPBACKS ARE BACK

It used to be, back in the 1980s, that sightings of humpback whales were rare in BC waters. If you wanted to see humpbacks, you had to head north to their summer feeding grounds in Alaska. Since then, humpbacks have returned to local waters in steadily increasing numbers. Each summer these large whales are regularly sighted in several areas of the BC coast, including Juan de Fuca Strait and the north end of Johnstone Strait. But one of the best places to view these magnificent mammals is just north of Cape Caution, in Fitz Hugh Sound, where sightings are a daily occurrence in the summer months.

Out on the water, the first sign of a feeding humpback is a plume of mist, which indicates the whale is surfacing for air. Often a humpback will surface several times, its back appearing briefly above the water, before it performs a deep dive with its tail straight up above the water. Sometimes a humpback will, without warning, heave itself clear out of the water and land, belly-flop style, with a gigantic splash. In the past, when humpbacks were hunted by commercial whalers, their surface activity

and near-shore feeding made them easy targets. Protected since 1966, the humpback's acrobatics—breaching, lobtailing, diving—now thrill whale-watchers armed with cameras.

Humpbacks are not aggressive, although rival males will sometimes smack one another with their barnacle-studded tails. However, due to a humpback's unpredictability and immense size, boaters should be careful not to get too close to one of these gentle giants. There have been incidents in which displacement boats have been bumped by one of these whales, and of fast-moving powerboats colliding with one. Because humpbacks often seem unaware of vessels in their vicinity, concerns are being raised about their safety should oil tanker traffic increase on the BC coast. A study recently released by the federal government on the recovery strategy for humpback whales cites shipping traffic as a threat to their critical habitat.

The number of humpbacks now feeding each summer in BC waters is estimated to be about 2,000. Whatever the exact number, the species is experiencing a slow but steady growth

in population. As winter approaches, the North Pacific humpbacks head south to spend their winters in Hawaii or Mexico. While in tropical waters, they engage in mating rituals. This is when the males serenade the females with repeated patterns of sound, these "songs" performed at depths of 60' or more. Winter is also when the females give birth following a 12-month gestation period. Calves are born without a blubber layer and nurse on their mother's milk, which contains 50 percent fat.

When a humpback reaches adulthood, it averages 45' long and weighs up to 40 tons. Its large flippers provide maneuverability and the pleats on the sides of its mouth can create a pouch large enough to hold six adult humans. When feeding, a humpback blows columns of bubbles that create a ring around a school of fish, which it then lunges at with its mouth wide open. Seabirds, attracted by the water disturbance, feed on the krill and herring that swim to the surface. Such bird activity is another sign for alert boaters to look for when cruising in waters we share with the humpbacks.

CLUTCH OF ISLANDS

We spent our last day exploring Fish Egg Inlet at Green Island, which lies on the west side of Illahie Inlet. Formed by a cluster of islands, one of which is Green Island, the anchorage is one of the gems of Fitz Hugh Sound. Although four channels lead into the anchorage, the safest entrance is from the southeast. This sheltered anchorage

can accommodate several boats, although we rarely see more than one or two. Depths throughout don't exceed 60', and we normally like to anchor in the west side of the basin in about 30'. The holding is superb throughout in soft, sticky mud.

Green Island itself isn't any greener than most treed islands, but the islet lying close off its southwest

corner is covered in brilliant green bramble. This islet forms a beautiful backdrop for anchored boats and is one of several islets awaiting exploration. To the northwest of the anchorage is a drying pass which wraps around the island marked '63' on Chart 3921. This opens to a small bay with numerous reefs worth exploring by dinghy or kayak. The waters ▶

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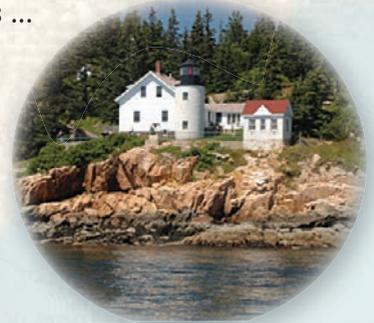
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Green Island Anchorage is one of Fitz Hugh Sound's gems.

off its west point, with its deep shelf, may be good for salmon fishing.

At the head of Illahie Inlet is another anchorage suitable for large vessels in about 50'. Recent logging along the west side of the bay has left roads leading along the shoreline that provide access to the nearby huge Elizabeth Lagoon.

It was soon time to leave the

anchorage of Fish Egg Inlet behind us. The crew was getting restless, so it was time for some serious hiking on Calvert Island. As we headed across Fitz Hugh Sound toward Pruth Bay, a humpback whale surfaced in the distance, then performed a deep dive. It was a magnificent sight. These were the best of times.

FISH EGG AT A GLANCE

Charts: 3921 (scale 1: 20,000), 3935 Entrance

Lat/Long: (Entrance) 51° 37.8'N, 127° 50'W

Pros: Numerous anchorages, good fishing and dinghy exploring. Great haven from most winds. Most anchorages quiet with great scenery.

CONS: Except for a few logging roads at the top end of Illahie Inlet and the east end of Oyster Bay there are few obvious hiking opportunities.

MUST DO: Explore several anchorages, see the reversing falls at Elizabeth Lagoon in Joe's Bay.

*Boating authors Anne Vipond and William Kelly have just released the new second edition of **Best Anchorages of the Inside Passage**, now available in bookstores and chandleries.*

Kelly and Vipond have cruised the coast of BC and Alaska for over 30 years, from the Gulf Islands to the Gulf of Alaska, and have included dozens of new anchorages in the expanded edition of their book, which covers the south and central coast regions of B.C.'s Inside Passage. ■



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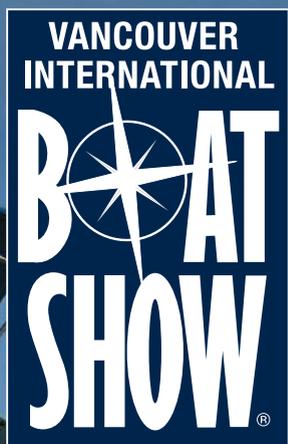


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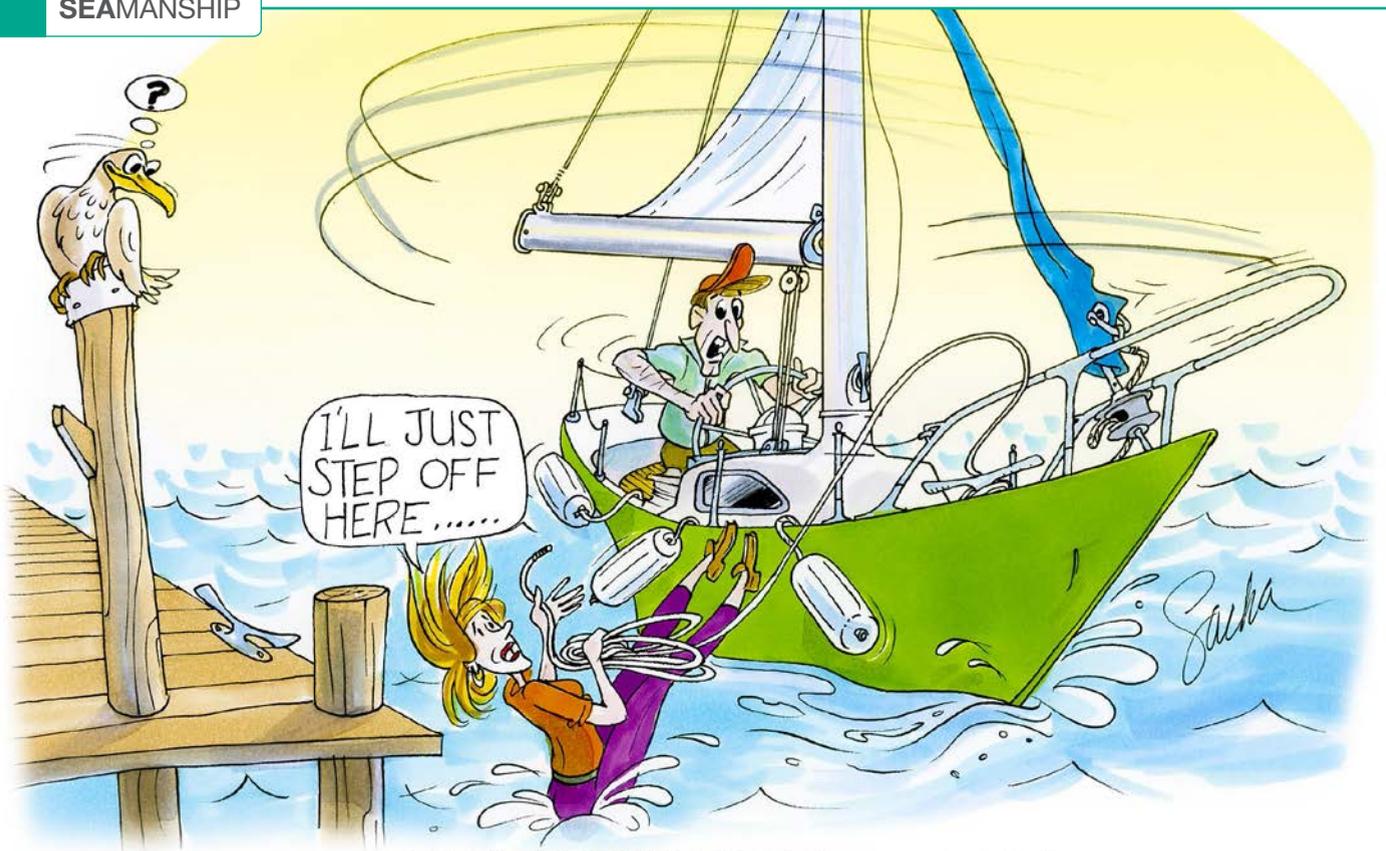
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BOATING 'OOPS' Awards 2014

DRUM ROLL, PLEASE: WE PRESENT A YEAR'S WORTH OF BOATING
BLUNDERS...THAT WE ALL CAN LEARN FROM.

By Larry MacDonald

WHAT'S THE DUMBEST THING YOU'VE EVER DONE WHILE BOATING?.

That's the question I asked fellow-boaters over the past year. About half reported some real doozies, while the rest reported minor mishaps such as running out of gas in their dinghy or losing their winch handle overboard. Accidents happen to the best of us. The key to happy boating is to learn from our mistakes and the mistakes of others so we don't repeat them.

Here are the Top 10 boating blunders reported to me in the past year:

THE DUMB

10 Anchor Away Gary had chartered a nearly new sailboat and was anchoring for the first time. With his wife at the helm, he dropped the hook and fed out 50' of chain, then continued to let out the rope. Thinking his wife was backing up too quickly, he asked her to slow down, which she did—but not before the rode's bitter end slipped through Gary's hands. It had not been tied off in the anchor locker. They were able to dock for the night at a nearby marina and the next morning, the charter company retrieved the ground tackle and extended their charter for two days to compensate them for this very avoidable mishap.

Tip: Make sure the bitter end of your anchor rode is secured to your boat, and be aware that charter boats, especially new ones, may have unresolved problems.

9 Ssssssss... Ben and Ron were on a sailing charter in Florida when they decided to anchor in a narrow waterway. Ron rowed their inflatable dinghy to shore to tie off a stern line. While doing so, he accidentally rammed into a sharp branch, puncturing one side of the dinghy. Ben wisely shouted: "Untie the line," which Ron did before rowing frantically back to the boat in the half-submerged tender. They spent the next day searching for a patch kit without success. Eventually, ▶

a fellow boater generously lent them his kit to make the repair.

Tip: *If you have an inflatable, always carry an appropriate patch kit. You never know when you, or a fellow boater, might need it.*

8 Twisted Motoring into a secluded bay, Chris selected his spot to drop anchor. While reversing to set the hook, he heard a screech and the engine started labouring. After shutting down the engine, he noticed the dinghy painter leading directly under the boat, obviously wrapped around the prop shaft. It took him multiple dives in frigid water to free the line, and an extra ration of rum to ease the pain.

Tip: *Use floating line such as polypropylene for tender painters and tow-lines—they'll be much less likely to foul underwater running gear. As a reminder to shorten the line before anchoring or docking, tie the bitter end to your anchoring gloves or fenders.*

7 Docking 101

Newbie sailors Dave and Carol were practising docking their new 34' sailboat. Dave made an angled approach while Carol stood outside the pulpit, dockline in hand. As the bow reached the dock, Carol realized she could injure herself by landing on the tie rail so she turned her back to the dock and stepped off. At that moment, Dave turned the boat parallel to the dock, swinging the bow far enough away that Carol stepped into midair and...Splash! Fortunately, she was able to swim to a nearby ladder while Dave tied up the boat.

Tip: *Stop the boat close enough to the dock that crew can step safely off from amidships or aft, never from the bow.*

6 Not So Merry-Go-Round

Jim, a BC kayaker, attempted to paddle through a tidal pass at high tide, which he assumed would be slack water. His assumption nearly proved fatal: he was caught in a school bus-sized whirlpool, which dumped him and his gear into the salt chuck. Hanging on to his kayak and paddling furiously with his

feet through several revolutions, he managed to break free and make it to shore. When he related this story, I explained that high (or low) tide and slack current in tidal passes seldom coincide and can be more than an hour apart. Consult local Tide and Current Tables to determine when it's safe to transit a pass or rapids.

Tip: *All boaters in Canadian coastal waters should have the local Tide and Current Tables and know how to read them.*

THE DUMBER

5 Ouch! On one of my cruise-and-learn courses, I explained to students the importance of securing the anchor hatch in the open position with the bungee cord provided. A few days later, Robert was raising the anchor with the electric windlass when wake

Ken, a novice boater, made a beeline for the intended anchorage while the skipper was below searching for a chart. Crunch!

from a passing yacht caused our boat to roll slightly, just enough to tip the hatch past vertical. Robert's hand was on the casing when the hatch slammed down on it. It was not a pretty sight. After providing first aid, I arranged for him to be transported to a local hospital where he was treated for severe cuts and a broken finger. Later, Robert admitted he had learned a lesson the hard way, "not exactly what I had in mind when I signed up for a cruise-and-learn."

Tip: *Make sure open hatches are secured when working around them.*

4 Cardinal Rules In a popular BC anchorage, I noticed a large sailing yacht approaching the east side of a west cardinal buoy. Just as I thought "this is going to hurt," the boat hit the submerged reef and came to rest at a rakish angle. The elderly skipper and his wife were uninjured and their steel hull was not leaking so, after helping them kedge off, I asked the skipper

what the marker meant to him. "I thought it marked an isolated rock that I could pass on either side," as he said he had done on previous occasions, obviously at higher tides. I suggested he become familiar with cardinal buoys, which are common in BC coastal waters: they use compass cardinal points to indicate where mariners will find deep water and safe passage around obstructions.

Tip: *Boaters familiar with Nanaimo Harbour will know the buoy in question, labeled 'PS' and marking Satellite Reef, which dries at low tide. Stay west of PS.*

3 Log Boom Rick was returning solo from a classic boat show in his restored 42' wooden powerboat. Proceeding on autopilot, he felt the urge to use the head so he scanned ahead for traffic and decided all was

clear, then stepped below. It couldn't have been more than four minutes before he heard a loud "boom." Returning to the helm, he noticed a partly submerged log behind the boat which he had obviously hit. Fortunately, the hull was intact but his starboard engine was running

roughly so he shut it down and limped home on one engine. Later, he discovered the log had badly damaged his starboard prop, which he replaced at a cost of \$600. Rick told me, "It was a very expensive pee."

Tip: *If you have to leave the helm unattended for any reason, stop the boat. You can't collide with anything when you're not moving.*

2 Shortcut to the Hard Most accidental groundings occur when the skipper is below and a crewmember decides to take a shortcut. Ken, a novice boater, made a beeline for the intended anchorage while the skipper was below searching for a chart. Crunch! The sailboat's keel plowed onto a rocky shoal and the boat came to an abrupt stop. Aided by a rising tide and a passing powerboater who provided a deliberate wake, the skipper backed off and entered the anchorage through the safe channel. Ken said he had never

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fully appreciated, until that moment, "how much deep and shallow water look the same."

Tip: Before leaving the helm, the skipper (or any other helmsperson) should provide course directions to the person taking the helm, especially when approaching waters that hide hazards.

THE DUMBEST

1 Shaken and Stirred Mary and Janet were good friends who decided to fulfill their lifelong dream of getting involved in boating. They began searching for a powerboat that would take them to popular destinations along the Inside Passage. They responded to an ad for a 32' cabin cruiser, old but well kept. As soon as they stepped aboard, they knew they had to have it. Their offer was accepted by the owner and, after an orientation on the boat's systems, they motored for home. But they hadn't

An hour out, the weather deteriorated, the sea turned rough and the engine quit.

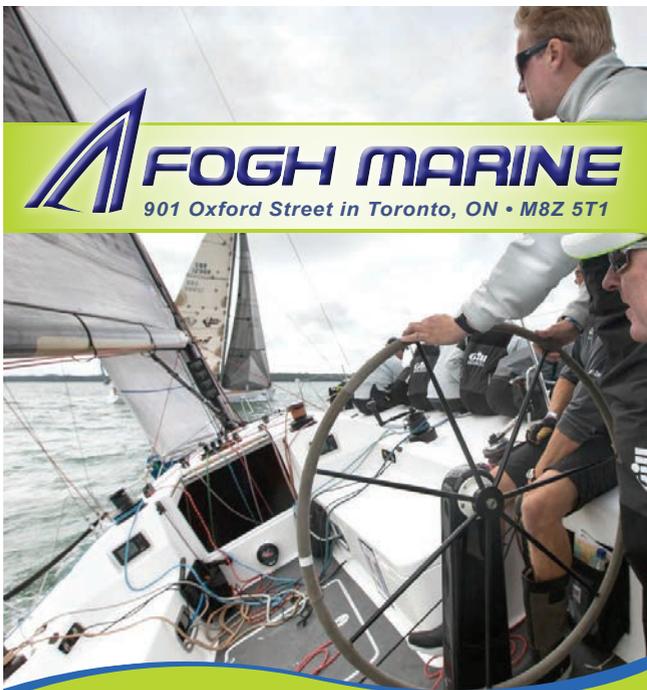
had the boat surveyed, they had no boating knowledge or experience, and they hadn't checked the weather. Why should they, they reasoned: this was a big solid boat and all they had to do was drive it home, about 30 miles across an open stretch of ocean. An hour out, the weather deteriorated, the sea turned rough and the engine quit. Although they were so seasick they could hardly talk, they managed to contact the coast guard who dispatched a rescue vessel which towed them to the closest marina. This incident could have had far more serious consequences, so Mary and Janet win this year's Boating 'Oops' Award. They have since taken boating courses through a Canadian Power

and Sail Squadron and a cruise-and-learn on their own boat, enabling them to follow their dream in a more competent fashion.

Tip: Know *before* you go.

Thanks to those who shared their unfortunate experiences with me so that others can benefit from their mistakes. If you have done something equally dumb or even dumber, email me (CaptMac@shaw.ca), describing the mishap and how it might have been prevented. Yes, we alter names to protect the responsible parties. Who knows: you just might qualify for a Boating 'Oops' Award next year!

Larry MacDonald is a freelance journalist from Powell River BC who writes about his sailing adventures in various cruising destinations. He enjoys teaching about his favourite pastime, in a classroom course for the Canadian Power and Sail Squadrons or on a cruise-and-learn on a chartered sailboat. ■



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Cruising up the Thames River with Le Boat

Story and Photos by Greg Nicoll

IT WAS GREAT TO GET BACK ON LE BOAT THIS PAST SUMMER, THIS TIME ON THE HISTORIC THAMES RIVER. OUR VESSEL WAS THE ROYAL MYSTIQUE, A 43 FOOTER WITH EVERYTHING WE NEEDED FOR A WEEK'S CRUISE IN STYLE.

John Burns, an English politician and noted London historian from the late 19th century coined the phrase "The Thames is a liquid history"

and it only took us 20 minutes from Chertsey to Staines-on-Thames to see the London Stone placed there in 1285 marking the former western limits of the City of London. On the upper deck we always kept notes and travel guides to be prepared for a history lesson that seemed to be around every bend in the river. Note: there is a large Waitrose supermarket in Staines to take on provisions for the first few nights that was apparently built sometime after the London Stone was laid.

Our crew are old hands at going through locks and Skipper John, armed this time with a bow thruster, lined up entry and exits with great precision. Le Boat has us use one of the larger, beamier boats on this part of the Thames, as many of the canals boats we saw resembled historical river boats, not to be referred to as a barge, but as a "narrowboat". These narrowboats are most often replicas of the working boats built in the 18th & 19th centuries used for carrying goods on the narrow canals when the maximum lock width



Some fellow Le Boat cruisers heading into Henley On Thames

was 7 feet, (2.1m). In the lower Thames where we were ascending, the locks are much more generous giving us a lot of room for our 14 foot beam. Six feet wide and 40 to 52 feet in length, these narrowboats glide smoothly into the locks with usually the husband's hand steadfast on the rudder and the lady of the house tossing the bowlines with great accuracy over the bollards. We are told that in the north beyond Oxford, the locks are still only seven feet wide and only the narrowboats can navigate into the midlands. I guess in a six foot

wide boat you would have a galley kitchen, a galley bed, and a galley head. Sounds just right for a Galley Guy!

Stopping in Windsor we choose the Tingdene Windsor Racetrack Marina, which was a good call. Our boat was very comfortable with two large staterooms, two heads, full galley, main salon, and did I mention the AC?

For a five quid taxi ride we were right in the middle of Windsor, The Castle, The Queen, (we didn't have time to drop in to see her on her this trip), and Windsor Royal Shopping—formerly the Victorian Railway Station built in 1851, now home to great shops, restaurants, and some great pubs. Our pub choice was the Duchess of Cambridge located just outside the castle gate. Good food and good beer and a lot of people staring at their smart phones. Hmmmmmm? The next morning we came back and played tourist with rented headphones and did the walking tour of Windsor Castle. Stunning displays were everywhere, and if history is on your agenda, plan for a whole day or maybe two.

Well, after that much history we decided to clear our heads with a pint. Soon it became clear that during the night history was made and our little pub, The Duchess of Cambridge, was in full celebration mode with the cell phones put away and patrons raising large jugs of ale in jubilation. Chris Brown, Town Crier of the Borough of Windsor and Maidenhead, after giving his best "Oyez, Oyez, Oyez," all morning proclaiming the birth of Prince George, was also in a celebratory mood and having a pint. <http://www.windsortowncrier.com>

What struck us most was how everybody in their own way enjoyed the Thames by boating, swimming, rowing, sailing, fishing, or for many just holding hands walking along the tow paths. The early mornings are quiet yet busy on the Thames. Smooth, smooth water and with no wind it is perfect for all of the rowers gliding by our boat as we sipped morning coffee topsides and waved. Be prepared to exchange "good days" and smiles to everyone that you see on the Thames, the local's friendliness is infectious.

Our next "planned" stopover was the market town of Marlow, but we had such a grand time in Windsor ▶



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➤ Town crier, Chris Brown, sharing a pint in honour of Prince George with Greg Nicoll



➤ Two ladies of the house securing lines on their narrow boats

welcoming the new Prince we arrived late and were unable to find a suitable spot to tie up for the night. We slowly, as our boat only does 8 KM per hour, had to go another 3 kilometres further

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up to Hurley Lock where we spiked in for the night. In most European countries it seems that one can tie up, or "spike in" anywhere. But on this part of the Thames, there are many signs stating: no moorings or over night stays. Lesson: arrive early in the day, as it can be competitive finding limited mooring spots in prime locations. If you can, stop in at the Two Brewers Pub in Marlow, great food & ale.

We were told that the real estate along the Thames is some of the most expensive in Europe and we were constantly gobsmacked gawking at estate after estate. Fortunately, we pulled into Henley-on-Thames a week after the famous regatta and music festival and saw where the estate owners go for lunch. We did not observe any signs of the financial troubles currently plaguing most European economies in Henley. This is the only time that I will ever use "gobsmacked" in a sentence, promise.

The travel instructions from our trusted yacht broker said that when you get to the village of Sonning on Thames, tie up on the left hand side of the river, put 10 pounds in an envelope marked Uri Geller and place it in the box. Many may remember Uri as magician, television personality, and psychic famous for bending spoons by telepathy in the 60s and 70s. We peeked through his hedge and saw the extent of his

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mansion and concluded that he really didn't need the 10 bob, but we were grateful for his generosity and the nice mooring in the village of Sonning.

"We got out at Sonning, and went for a walk around the village. It is the most fairy like little nook on the whole river. It is more like a stage village than one built of bricks and mortar. Every house is smothered in roses and now in early June they were bursting forth in clouds of dainty splendour. If you stop at Sonning, put up at the "Bull", behind the church. It is a veritable picture of an old country inn, with green, square courtyard in front, where, on seats beneath the trees, the old men group of an evening to drink their ale and gossip over village politics." Jerome K. Jerome 1889. I couldn't say it much better today except the horses have been replaced by Mercedes and BMWs plus the women are now included in the discussions..... interesting.

Goring and its neighbouring village of Streatley are very old and stand at the junction of three major prehistoric routes, the Ickneild Way, The Great

Ridgeway, and the Thames River and was chosen by the Romans to build a crossing of the river. The villages are located in the southwest corner of the Chiltern Hills in South Oxfordshire. Plan to get off your boat and take one of the many walking and bikes tours in the surrounding country side. We voted Goring "best town" for it's collection of pubs and eateries.

On the river one could always count on the lock-keepers to be congenial, helpful, and knowledgeable. Always hand your line; never throw it, if a Lockkeeper offers assistance. Each lock has a beautifully maintained "lock house" usually circa about 1913, with lush gardens and over flowing with flora. Our favourite lock house was in Sonning where you can sit amongst colourful hollyhocks whilst enjoying tea in a splendid garden. There, I finally got to use whilst in a sentence.

Get to the town of Wallingford early in the day as it is very popular and there are limited spaces to tie off. Late as usual we had to spike-in along side a farmer's field just a short walk outside

the town. Wallingford is a vibrant market town and we decided that our last night on the river that we would shop and prepare a feast aboard our Royal Mystique. Fresh salads and fresh fish grilled on the outdoor barbeque along with some local spicy cider made for a true Galley Guy feast. Our quiet dinner with the four ship mates was going just fine until a number of uninvited guests crowded in and began to stare at us with their big brown eyes. Oh the Thames, if it is not Lords and Ladies, its Herefords and Jerseys.

Enjoy Wallingford, the history lessons take you through the bronze and iron age, the Romans, King Alfred The Saxon King, The Vikings, William The Conqueror, The Charter of Liberties, Black Death, The Rise and Fall of the Wallingford Castle, Civil Wars, Sieges, Oliver Cromwell, The demolition of the Castle, the home of Agatha Christie, the back drop for the Midsomer Murders television series, and a cairn and plaque in memory of two airmen from the 426 Squadron 4 Group of the Royal Canadian Air Force killed 9th

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↳ Everywhere you look people on the river are always waving and smiling



September 1944. The Canadian Flag flies over the Wallingford town hall every September 9th in remembrance of Flying Officer J.A Wilding DFC RCAF and Sgt J.F. Andrew RAF.

There is so much more of the

Thames to explore and hopefully our mighty crew can get back one day to finish our Bummel. Thanks to all of the smiling people we met along the way that pointed us in the right direction. Thanks to the great

people at Le Boat at both ends of our journey and the great boat.

For the full version of A Beer Bummel On The Thames go to www.galleyguys.com - At Latest Stories. ■

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By Glen Cairns

WHEN MANY BOATERS IN CENTRAL CANADA IMAGINE CRUISING IN THE MARITIMES, they

think fog, fierce tides and the perceived perils of the open ocean. While there can be plenty of those things (although not nearly as bad as some imagine) there is however a place with almost no fog, tides or ocean waves, but with an abundance of breathtaking scenery, secluded anchorages and friendly inhabitants. The Bras d'Or Lakes in Cape Breton, Nova Scotia, are 450 square miles of inland sea with enough cruising potential to last a lifetime.

It's probably true that you'd be more

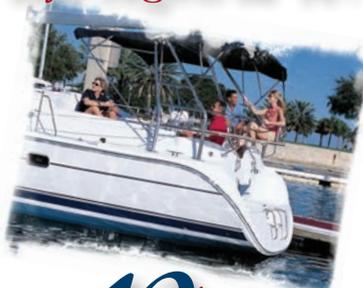
likely to know sailors familiar with the charms of the Bras d'Or Lakes in Newport or Marblehead than in the whole of central Canada. This is partly due to the traditional links between the Maritimes and New England, but also due to the long relationship of American sailors with the lure of the Bras d'Or. The Cruising Club of America (CCA) has made many cruises to the lakes since the 1920s. Indeed the idea for the CCA was first hatched aboard Alexander Graham Bell's yawl *Elsie* by William Nutting (editor of *Motor Boating* magazine), Casey Baldwin and Bell's son-in-law Gilbert H. Grosvenor while they were anchored in Maskell's harbour near Baddeck. That Grosvenor was the President of the National Geographic society and editor the *National*

Geographic magazine meant the lakes got some very high profile publicity.

Alexander Graham Bell was an early visitor to Cape Breton and he so fell in love with the place that he built his summer home, *Beinn Bhreagh*, on the point overlooking the harbor of Baddeck. A visit to the Bell museum is a must to grasp the depth and breadth of his mind. In February 1909 the *Silver Dart*, designed under Bells supervision, made first flight in Canada taking off on the frozen surface of the lake. Bell went on the experiment with hydrofoils with his young helpers Casey Baldwin and Jim McCurdy.

"I have travelled the globe. I have seen the Canadian and American Rockies, the Andes and the Alps and the highlands of Scotland, but for

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➤ A fresh SW breeze is common in the summer afternoons. ➔ Passing under the Seal Island Bridge at the northern end of the Bras d'Or channel. 🚩 Ben Eoin (pronounced, ben yawn) marina is a new facility located on the north eastern end of the Big Lake. Well appointed, with 84 slips and a large visitors dock.



simply beauty, Cape Breton outrivals them all," said Alexander Graham Bell.

The Bras d'Or lakes have recently been declared a UNESCO "man and the biosphere" site reflecting the diverse ecology of the lakes and the surrounding coastline. A total area of 3,600 sq. kms. The Bras d'Or Lakes (properly Bras d'Or Lake, but the plural is more common) consist of two bodies of water connected by a narrow channel. The south basin is called the "Big Lake" and north is the "Little Lake" (still pretty big), and continuing with the literal naming, the Barra Strait connecting the two is usually called the "Narrows".

While the number of yachts coming from Ontario and Quebec each year is relatively small (mostly boats headed south to Florida and the Bahamas)

it would be a big mistake to bypass the lakes in a rush to get south. Allow yourself at least one or two weeks to sample the pleasures of sailing this inland paradise. Believe me after the Gulf of St. Lawrence you'll be ready for a break! Boats making a straight line from the Gaspé can stop at the Magdalene islands (another very special place) and then travel around Cape North entering the lakes by the Bras d'Or Channel. Yachts taking the more common coastal route along New Brunswick and Prince Edward Island through the Northumberland Strait will enter the lakes at their southern end via the St. Peters canal.

At the canal, the town of St. Peters is a friendly and convenient spot for provisions. Best to stock up as even simple supplies can be hard to find in

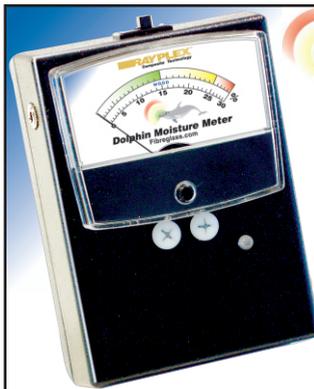
TOP LEFT & TOP RIGHT: KEN HEATON; BOTTOM: GLEN CAIRNS



the small villages and hamlets. Once you exit the canal a quick turn to the left puts you at the St. Peter's Lions Club Marina. It's a smallish, but well equipped facility with a very big heart.

Ben Eoin (pronounced, ben yawn) marina is a new facility located on the north eastern end of the Big Lake. Well appointed, with 84 slips and a large visitors dock, Ben Eoin makes a good spot for crew changes through the airport at Sydney, only a 1/2 hour away. The marina is adjacent to an excellent Graham Cooke designed golf course and The Birches Country Inn. A side trip to the National Historic site at Fortress Louisbourg, a Parks Canada restoration of the 18th French fortified town, is well worth the effort.

Baddeck is the main town on the northern lake and is a busy



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📍 No visit to Cape Breton is really complete without a drive around the Cabot Trail.



tourist destination with well stocked stores for provisions and numerous restaurants. The town has two well

equipped marinas; Baddeck Marine and the Cape Breton Boatyard. All this makes Baddeck a good place to

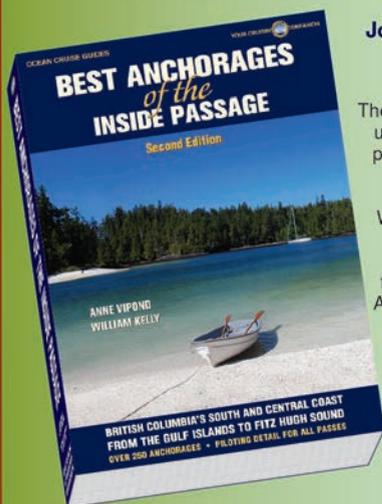
winter your boat. This will give you time to really get to see the lakes and you wouldn't be the first to be captivated by this part of the world.

While Cape Breton is a long way by small boat from the Great Lakes, it is only a two days away by car. Trailering your boat here is a great vacation idea. There are a number of good launch ramps and Gerry at the St. Peters Marina can look after your vehicle and trailer while you enjoy your cruise. I'm surprised more trailer boaters don't consider the lakes. There won't be any traffic jams at the launch ramp and on the best days you'll be happy if you see a few other boats sharing the most popular anchorages. If isolation is your style it is always available. The distances in the lake are small so there is no rush. Just slow down and start watching for bald eagles.

Summer weather is mild, but seldom really hot, 24C to 30C is the normal high on the lakes. The weather can change quickly with the afternoon breeze coming on hard at times, but secure anchorages are always at hand. For the power boater mornings are usually the best time to travel. Just pick your spot for the afternoon and enjoy the breeze. If I had to pick a favorite time it would be late summer or early fall. The autumn colours come early to the lakes. The Celtic Colours festival in early October ▶

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is a cultural event that takes place in various areas around the lake and Island. The fall scenery is spectacular and the weather can be beautiful although it will be cool in the evenings.

RACE THE CAPE

There have always been numerous sailing regattas on the lakes but a new event is getting an enthusiastic reception. Race the Cape is a series of 4 destination races which see boats covering the full length of the lakes from St. Peters and around to Sydney. For 2014 the races will begin at Sydney. While racing “round the buoys” can sometimes develop a ground hog day feel, this event has boats of all types working their way around the lakes. For the leg through the Barra Strait boats cross a line, have their time taken

and then motor through the bascule bridge, restarting the race at another buoy. Racers have to be content with wind conditions that can vary greatly depending on location and in the passage through the Bras d'Or channel, the current is a major consideration. Jen Rowe is the race co-chair and she points out that while the competition is real “the race is also about camaraderie at the end of the day.”

NO SHORTAGE OF “FAVOURITE” SPOTS

Many boaters heading north or south through the southern Big Lake miss the attractions on the west side. While there are many to choose from, a favorite is Marble Mountain where you can anchor at the base of an old quarry and see marble blocks in the crystal clear water below. Another is

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➔ While the number of yachts coming from Ontario and Quebec each year is relatively small it would be a big mistake to bypass the lakes in a rush to get south

between the Grammond islands where there is excellent protection. While Maskell's Harbour mentioned above is a deservedly popular anchorage on the Little Lake, another spot handy to Baddeck is the Washabuck River where peace and quiet is the order of the day. Indeed picking a couple of spots on the lakes to highlight is really impossible as there are literally hundreds of anchorages to choose from. The locals will always be helpful with friendly advice. The goal here is to wet your appetite to learn more about this fantastic cruising destination and encourage you to start working out your plan for getting there.

HERE IS A PARTIAL LIST OF RESOURCES TO HELP YOU PLAN YOUR BRAS D'OR VISIT:

- Cruising Cape Breton: This is an on-line update of an older cruising guide which contains a wealth of information. www.cruising-cape-breton.info

- Race the Cape: www.racethecape.ca
Lots of info on this web site including contacts for crewing on one the boats. At great way to be introduced the pleasure of the Lakes. Contact Jen Rowe
- For general marine services information www.boatinginatlanticcanada.com

YACHT CLUBS AND MARINAS

- Baddeck Marine: Full service yard in Baddeck, www.baddeck-marine.com
- Cape Breton Boatyard: Full service yard in Baddeck
- Bras d'Or Yacht Club: Baddeck, www.brasdoryachtclub.ca
- Barra Strait Marina: Grand Narrows, www.grandnarrowswaterfront.com
- Ben Eoin Marina: Ben Eoin, www.beneoinmarina.com
- St. Peter's Lions Club Marina: St. Peter's. www.st-peters-marina.com. ■

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The Port Hole

The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance

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

CPS-ECP is 75 years old. Happy Birthday, CPS-ECP, and I'm delighted that you and I met when we did.

CPS-ECP was two years old when I was born on a farm on the prairies, where the only boat I remember seeing was during my teen years. We'd moved into town by then, and the boat belonged to my friend's dad. On summer half-holiday Wednesdays, he'd drive a carload of us girls to the local lake, drop us at the deserted beach and climb into his boat for a couple of quiet hours devoted to holding a fishing line while drinking a few beers while we swam and suntanned.

I believe that the first boat I boarded was in Cold Lake, Alberta in the 1960s where my first skipper's company had posted six employees and their families. One of our friends built or bought a 33-foot trimaran day sailer with a 15-foot beam – more or less designed as a flat surface on which to party. He was probably the only person aboard who even understood rudimentary rules about sailing and “the girls” were not supposed to be interested in learning. Our job was to uncup the beer and pass around the chips and pretzels.

My first skipper built a fibreglass sailboat modeled after outrigger canoes. I sewed the single sail – made from heavy plastic sheeting – on my trusty Singer sewing machine. I knew much about sewing and literally nothing about sail making. How I managed to create a functioning sail is still one of life's greatest mysteries.

We moved from Cold Lake to Montreal where the outrigger met an untimely death in the Lachine Rapids during a sailing adventure – my first skipper and the owner of the trimaran were, as usual, travelling without charts. They were rescued. Both of them lived.

We subsequently bought the trimaran. Our friends had been transferred to Ottawa and the boat's 15-foot beam was too much for the Ottawa yacht clubs to handle in the '60s. We joined a small do-it-yourself club where the trimaran's size wasn't the problem.

The real problem? Most of the people we travelled with had never taken sailing lessons. Some of them knew the racing

rules, but that was about it. They picked up a few tips here and there, learned from one another, and believed they were safe. My skipper held a firm belief that charts were cheat sheets – if you hit something you were in shallow water – and that anchors and motors were for sissies. None of us could read the weather, but, according to my first skipper, reefing was also for sissies, which is why our 33-foot mast came down twice. Might not have been a serious problem – except that we had no motor, no anchor and no paddles. We always got rescued. We all lived.

However, given my introduction to sailing, it's little wonder that I surprised myself when I fell entirely in love with Jack's 24-footer, at first sight. But I was older – and much wiser. Jack was involved with CPS-ECP and I quickly became intrigued at the notion of taking courses about boating. Learning to stay alive was my only goal. Mostly, I wanted to learn the rules of the watery road, and I was determined to learn weather signs and patterns. I had no plans for getting involved.

That was 32 years ago. Times do change.

Times, in fact, really do change. My older daughter got herself hired one summer as the crash boat operator during club races at the now-much-expanded club we had originally joined. Yes, there were questions – this was the 1980s – about whether a girl was capable of handling a boat, but Ruthie won out, and proved her worth very quickly.

And my first skipper? He went on to other boats. He took CPS-ECP courses. He learned to carry charts and anchors. I'm not sure he'd wear a life jacket, but I understand that they would be on the boat, too.

And as for me? I learned that there was more to CPS-ECP than taking courses. I learned that in CPS-ECP, as in life, part of the fun is in giving back.

Here's to you, CPS-ECP.



**Joe Gatfield, JN, Chief Commander
Windsor Power and Sail Squadron**

CPS-ECP Navigates into the Future

There are not many of us that have had the feeling of taking the Chief Commander's pledge and taking on the senior volunteer role in Canadian Power and Sail Squadrons, Escadrilles canadiennes de plaisance, but it was an exceptional honour on our 75th Anniversary to be from the original unit of Canadian Power Squadrons, Windsor, and take the helm as Bill Bowman did in the origins of CPS-ECP back in Windsor as CPS was formed.

Overwhelmed, yes, grateful, yes, honoured, yes... and thankful to you, the membership for the ultimate confidence you have placed in me.

On October 26, 2013 we marked history.... we celebrated our 75th Anniversary with a new beginning. We accepted the recommendation of the Governing Board and adopted the new Articles of Transition and the new By-laws. In doing so, we accepted a new future for Canadian Power and Sail Squadrons. We are charting new waters, we are navigating in areas that we have not gone before. What we have done is set course on a new journey that will enable CPS-ECP to yet grow stronger and healthier as we move through this transition period. You, the members, have mandated change and change is healthy.

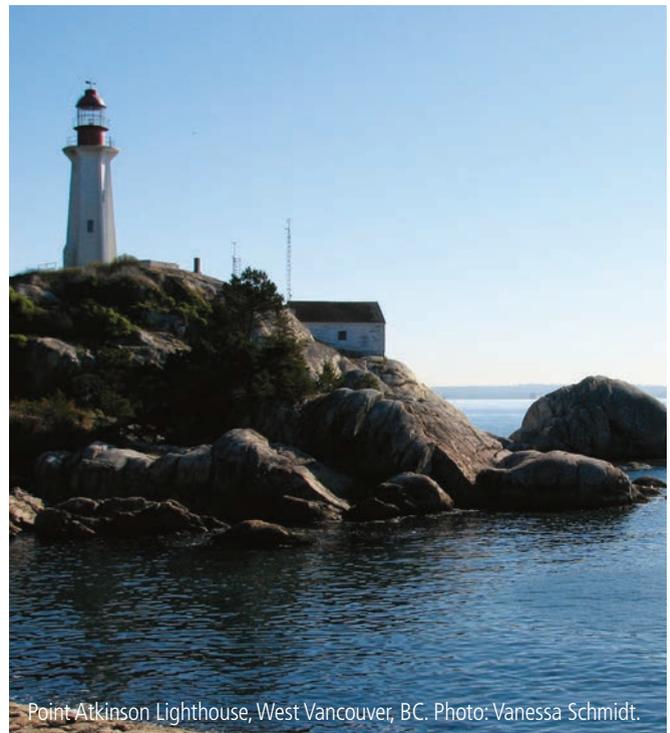
This does not, however, change who we are and what we do. Creating a safe boating ethic and environment is still our mandate. A phrase we used and kept in the forefront of our Organizational Effectiveness committee was "To be the Premier Organization for Boating Nationally". Although maybe not grammatically correct, it does include our ethics, our educational mission, our partnerships and our fellowship. These are all part of our Mission, Vision and Values that were yesterday, are today and will be tomorrow.

During my tenure of four years as your National Training Officer, I used the image of a lighthouse. We are a nautical organization in many ways. My lighthouse always showed that the base represented CPS-ECP... the strength of the organization and all that we represent. The light that shines out is the light that represents our Safe Boating Mission... the light

that guides all boaters home safely. Think of some of those lighthouses across the country... on Walker Rock in British Columbia, the Detroit Light in Lake Erie and the Light at Peggy's Cove on the Atlantic. Their mission is the same as our Mission... bringing boaters home safely.

Henry Ford once stated "Coming together is a beginning, keeping together is progress and working together is success". We came together in 1938, we have kept together for 75 years and today we are working together for our future success. You have asked me to be your lighthouse keeper for the next year. We will all take our turn on duty and the light will shine brightly with the effort and energy that we provide.

We will continue to build on our past strengths and traditions and I do commit to you that we will navigate safely and securely as we transition to a new and vital CPS-ECP.



Point Atkinson Lighthouse, West Vancouver, BC. Photo: Vanessa Schmidt.



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Dear Joan and Dennis

Last year in the October edition of Canadian Yachting — The Port Hole, Dennis Dwyer, in a cry for boaters to be more courteous vis à vis huge boat wakes asked, "Do We Practise What We Teach?" At the time I prepared an answer for the training meetings at the Annual Meeting. I still say, and perhaps it should be published, "We don't teach it; they don't learn it."

In the first two CPS courses, Boating Basics and Essentials, there is little said about boat wake or how to handle your own boat safely so others will be safe. Safe Boating tells boaters only that they are responsible for damage their boat wake does. Well, if they can be caught.

Licence numbers are on the bow, away from the swamped canoe. Tenders are often secured across transoms blocking the boat name. How can a person identify the offender?

For Canadians, there is a higher law that governs all boats, in all places. Collision Regulations – Canadian Modification are clear. Rule 6: Every boat shall proceed at a speed that will not adversely affect other boats. AND where a boater cannot determine that another boat will be adversely affected, the vessel shall proceed with caution at the minimum speed that she can be kept on course. (I think hull speed would suffice.) That's pretty basic. But we don't teach it until Seamanship and then only the first sentence. Boaters don't know the rule; they don't learn what they haven't been taught and police ignore it.

Trips through narrows, along rivers and across many lakes would be calmer and safer if this law were known and obeyed. But there is no point to expecting boaters to know what we have not taught – what even Safe Boating fails to mention!

We also don't mention until much later about hull speed. Hull speed is related to wake. When a boat travels at hull speed, it uses little power and leaves only a ripple on the water. A boat with 25 feet of water line has a hull speed of around 6.5 knots: 36 feet and 7.8 knots. As it accelerates or cruises at 12 or 15 knots and higher a boat can kick a huge, canoe swamping, wake.

On the other hand, boats on plane may leave only a ripple on the water. I have been passed by Poker Runs and Bass Derbies with boats travelling well in excess of 50 knots. Hardly noticed the wakes. Yet, boat after boat will slow down off plane to 12 or 15 knots to come by my kayak leaving, once again, a huge wake. Can't blame boaters even if they have taken a course or two.

It is long past time to teach this with our first courses.

John Mason DTO Voyageur



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Call for Nominations

Richard Bee AP, Chair of the Nominating Committee
Newmarket Power and Sail Squadron

At the Canadian Power and Sail Squadrons (CPS-ECP) Annual General Meeting held on October 26, 2013 the membership approved the new By-laws. These By-laws introduced substantial change to the composition of the Board of Directors of CPS-ECP (formerly known as the Governing Board) to take effect at our Annual General Meeting in October 2014. The Board of Directors will be comprised of 23 people elected by the membership at the Annual General Meeting. The Nominating Committee is responsible to, and reports to, the CPS-ECP Board of Directors. It is the responsibility of the Nominating Committee to select the best possible candidates to fill positions on the CPS-ECP Board of Directors

The role of a Director of CPS-ECP (the Corporation) is a serious responsibility. The Directors shall manage or supervise the management of the activities and affairs of the Corporation (CPS-ECP). You will be expected to assist in determining the direction and operations of CPS-ECP. Many items will be required to remain confidential. You will be expected to act in the best interest of CPS-ECP, and you may find conflicts between these 'best interests', and the interests of your own Squadron or District. The following is a list of experiences, skills and attributes which will contribute to the selection of the best possible CPS-ECP Director candidates. This is not an all-inclusive list!

- Ability to get along with others, leadership qualities, experience, and initiative
- Ability to think independently, and not "follow the crowd"
- Breadth of CPS-ECP experience
- Interest in Boating Education – Grade achieved, taught one or more classes
- Evidence of administrative ability (within CPS-ECP or outside)

- Enthusiasm, time available, merit mark record, attendance at National or District meetings, National Committee experience
- Commitment to CPS-ECP, and passion for the CPS-ECP Mission
- Leadership record at Squadron and District levels
- Health
- Family considerations and obligations
- Formal education
- Geographic location
- A thorough understanding of Squadron and District operations
- Completion of CPS-ECP 'Officer Training' seminar

All candidates applying for nomination as a Director of CPS-ECP are requested to complete and submit the following items of documentation:

- Director's Application Form
- A current resumé or *curriculum vitae* (c.v.)
- Skills Self-Assessment questionnaire
- A 'Statement of Vision' of your personal short- and long-term future of CPS-ECP.

The above documents can be found on the CPS-ECP website and are available in hardcopy from our National Office. All applications must be submitted to the chair of the Nominating Committee by February 28, 2014. Applications can be submitted electronically to nomcom@cps-ecp.org or in Hardcopy marked 'Confidential' to

Chair of the Nominating Committee
Canadian Power and Sail Squadrons
26 Golden Gate Court
Toronto ON
M1P 3A5

Send us your cruising stories

Port Hole is looking for your best cruising stories. The story can be as short as you want, but no more than 700 words. Learning Cruises, the ones that did not turn out as planned, are always welcome. They are great teaching moments, and that's what CPS-ECP is about. To go with your stories, we also need two or three high resolution photos, with credit for the photographer and a caption.

Text and photos can go directly to Joan at: theporthole@cps-ecp.ca



CANOEING ONTARIO'S MISSISSIPPI

Bradley Schmidt

Regular readers of Port Hole and Canadian Yachting are accustomed to reading about boating on a large scale. The demographic of our audience is large, ranging from small sailboat racers to full-out regatta goers, owners of massive motor yachts to the personal watercraft crowd. Despite our specific interests, we share one common attribute: our love of being on the water. In a recent Jet Set article I mentioned my goal to travel a portion of Ontario's Mississippi River system, from the headwaters on Mazinaw Lake, past Bon Echo Rock, to our cottage on Georgia Lake. This would be a day trip by canoe.

Ontario's Mississippi River system is a waterway that flows 200 km from Mazinaw Lake in the west to the Ottawa River passing through Lanark, Carleton Place, Almonte and Pakenham along the way before it flows into the Ottawa River.

Our goal became a reality last spring, when we convinced another couple to join us on this journey. We parked a vehicle at the public boat launch on Upper Mazinaw, then under overcast skies we canoed past the majestic Bon Echo rock, pausing to see the Walt Whitman inscription chiselled in the rock,

then through the narrows into Lower Mazinaw. The moment we passed through the narrows we realized we were up against a formidable headwind and whitecaps. This was the toughest part of the trip, fighting the winds, the waves, and the feeling that we were barely making progress. Much of the shoreline is Crown Land, leaving few visual cues as the pine forest stretches on and one granite outcropping gives way to another. It is possible to gauge progress by the odd cottage dotted along the shore, or the tall communications tower on the West side of the lake. We finally crossed the shallow sandbar near the entrance to Shabomeka Lake and soon after we saw Smart's Marina and happily pulled the canoes ashore at the dam that controls the water level at the south end of Lower Mazinaw.

There is a short portage over the dam and into Little Marble Lake, where our spirits quickly lifted in the narrow, protected waters. Soon we could make out the excited cries of children playing over the din of the rushing water from the dam behind us. The rugged "Group of Seven" style scenery of Mazinaw gave way to a more populated area as we floated in a soft



current under a bridge and past a number of trailer parks and cottages. The lake narrowed quickly and the current started to pick up. Soon the name “Little Marble Lake” began to make sense as the current gently carried us over gigantic slabs of rock that looked like white marble. We got to cut our teeth at manoeuvring around rocks and sharp bends, but it seemed as soon as we were getting the hang of it the shores widened and we entered Marble Lake.

Marble Lake has a number of private cottages on the north end, with popular beaches, trailer parks, and a couple of lodges to the south. It is scenic with surprisingly sandy shores. Newer cottages are juxtaposed against a couple of strangely picturesque derelict cottages that show the effects of years of torment from the elements. The wind was picking up and we decided to make a run for the opposite shore. Despite having all our required safety equipment on hand I soon learned that you should always carry a spare paddle, as mine promptly broke in two! I was forced to use the blade portion only for the rest of the trip.

Marble Lake flows into Georgia Lake through a large section of rapids beneath Highway 506. Depending on water levels these rapids can be reasonably tame or extremely vigorous. Either way we weren't going to chance it. There is a portage over the 506 into Georgia Lake. At the time of our trip the water level was high and even at the launching point we got to shoot through some fast moving water into Georgia Lake and towards the waterfront at our humble cottage. Other canoeists might continue into Kashwakamak and beyond.

We made it back to shore and not a moment too soon. It was as if the rain patiently waited all morning for us to complete our trip, then made up for it with a vengeance. We sat on the porch watching the downpour and reflected on our morning. We had canoed nearly 20 km of a once vital waterway, used years ago to transport logs and timber to Ottawa. We had seen the beauty of this area, known as the Land Between, where the Canadian Shield morphs into the Highlands. Granite and pine meet limestone and sand, rugged Crown Land meets cottage country, and the difference is apparent over the small distance we travelled. When the rain let up we drove back to the launch to pick up the vehicle we left there. We were amazed how far we had travelled. Later in the year we retraced the flowing section of the voyage and found a lovely spot to stop and swim, but when we tried a third time we had to portage over some places we had canoed only weeks before. This section is very affected by water levels and the outflow from the Mazinaw dam.

We made a time-lapse video of our expedition. Check out: http://youtu.be/x_8Qf_dBF-c

For more information about the area, check out the Land o'Lakes website at: <http://www.travellandolakes.com/>

Photo left hand page: Grant Salsman and Niamh Conlan canoeing past Mazinaw Rock at Bon Echo Provincial Park. Photos above right hand page, top left: first easy portage from Mazinaw Lake to Little Marble Lake. Bottom left: Canoeing across Marble Lake fighting some wind. Right hand picture: the white slabs of Marble Rapids.

O'Shea's OCEAN ADVENTURE

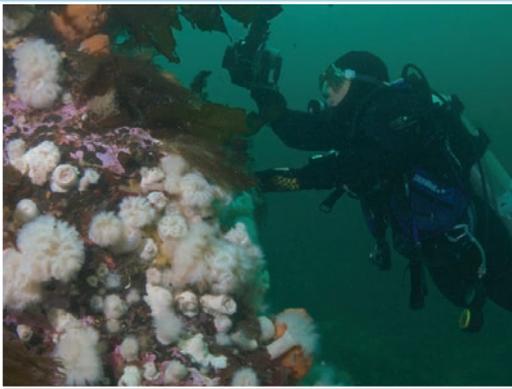
Val O'Shea, Burnaby Power and Sail Squadron

Photo above: decorated warbonnet poking out of soft coral. Photos on right hand page, top left: Val taking pictures photo by Robert Roy. Bottom left: anemone and sun star. Right hand picture: Colin O'Shea first tropical dive.

Background on Darcy & Val O'Shea

We, both Darcy and Val O'Shea, are water people. We grew up at a time when the underwater realm was beginning to be explored and displayed on TV (Jacques Cousteau, Lloyd Bridges etc). When opportunities arose for learning to scuba dive individually we jumped at the chance. Darcy took the course with friends and was certified in 1975 and Val took the course with her brother in 1978. We dove from our first boat, a plywood-hulled 23-foot Owens. Many of our friends were divers, too. It was what we did when we were boating.

As our two boys came along they put a bit of a crimp in our diving lifestyle but not the boating. We downsized to a 12-foot inflatable which we had when we took the Boating Course in the fall of 1990. Our dive trips were sporadic for quite a number of years while we focused on raising our sons. But the underwater world was always beckoning. We have a four-person hot tub in our basement, and this is where we gave the boys their first taste of breathing like the fishes. With a scuba tank just outside the tub and a 12-foot air hose connected to the mouth-piece, and with masks on their faces, they played with the toy octopus, ray and other denizens of the deep.



As scuba diving became more popular and safer with the advent of new technology, the age rules for learning were relaxed. Our boys took their diving courses when they each turned 12. We have a great many family memories of climbing down the ladder from our boat into the frigid ocean. Living in the Vancouver area with Indian Arm and Howe Sound short boat rides away, and the Gulf Islands in the summers, we shared our love of the underwater world with our boys.

Both of our sons are currently living on Vancouver Island, so we don't see them as often as we would like, but when we do we always consider the possibility of a dive. So you can see why we had to give up on just one Squadron cruise to get that fabulous dive in with at least one of our boys.

We didn't want to skip out on the planned Squadron activities on the Canada Day weekend but the opportunity to scuba-dive with our son at one of the most scenic sites in the world could not be passed up.

Our adventure started with the first Departure Bay ferry on Friday morning and ended with the last Horseshoe Bay ferry on Monday night. It was a weekend that included eight dives in 3.5 days in the pristine waters around Browning Passage, north of Port Hardy. The rain did not dampen our enthusiasm and the fog did not cloud our excitement. The slow boat ride to the dive resort was something we were accustomed to (6 kn) but the humpback whale show along the way was not. I couldn't take my eyes off the water and the whale in order to grab my camera and record the sight but it is forever etched in my brain. The Humpback whale is a most graceful and powerful and peaceful creature. It was a real treat.

After the show, we made our way into a secluded cove

on Nigei Island at the north end of Browning Passage and set up camp at the Hideaway Resort, a Popeye village collection of cabins and sheds on floating booms that would be home for the weekend. The drab resort was in stark contrast to the colourful dives. A rainbow of colours: reds, greens, oranges, purples, blues and yellow everywhere.

The geology of the dives was varied, some walls, a wreck, sloping shores, but with one main commonality – the value of the real estate. Every square centimetre of space is taken by some type of marine life. It is Mother Nature's marine high rise condo, the underwater temperate version of a tropical rain forest or a coral reef. Sponges, soft corals, anemones, hydroids, nudibranchs, crabs, snails and so many fish as far as you could see. And you could see quite far. A highlight was our encounter with a very small, friendly and unafraid giant pacific octopus, Darcy even petted him. A pair of wolf eels were not so brave and hid after a couple of flashes. A few sea lions checked us out on more than one occasion.

It was a wonderful weekend and a joy to see that there are still areas of our coast that are relatively unspoiled.

What Did You Say?

Robert Bériault

Ottawa Power and Sail Squadron

It's quite remarkable how so many sailing terms form part of our everyday speech. Think of these expressions: At the helm, All hands on deck, Any port in a storm, The cut of his jib, Keel hauled, Three sheets to the wind, The wind in one's sails, To make headway, To batten down the hatches, To the bitter end, To bail out, Down the hatch, To fend off, To learn the ropes, On an even keel, To weather a storm. There are dozens if not hundreds more.

As a sailing instructor who doesn't own a boat, I sail with a mix of people and sometimes I'm perplexed by the way some captains fail to make proper use of nautical language.

For centuries, humans have used language for exchanging ideas and stories with loved ones and friends, for planning and executing a successful hunt, for discussing strategy to defend themselves from enemies or predators, and, more importantly, for transmitting knowledge from one generation to the next. Today on a boat we use nautical language for similar reasons.

For the beginner, learning the vocabulary can be quite daunting. Everybody knows what a mast and a boom are, but other spars, such as bowsprit and spinnaker pole are not common knowledge. The names of standing rigging parts, such as tang, shroud, swage terminals, turnbuckles, chainplate, forestay and backstay are not instinctive, but must be learned. Parts of the running rigging aren't familiar to the landlubber either. I'm thinking of furler, sheet, halyard, outhaul, topping lift, furling line, reefing lines, reefing ties, boltrope and downhaul.

Some are easier to learn, such as mooring buoy, winch, pulpit, pushpit, handrail, tiller and rudder; but ask the man on the street what a gudgeon and pintle are and you'll get a blank stare in response. Everybody knows what an anchor and chain are, but most non-sailors wouldn't know the meaning of windlass, bow roller, rode, kelleet, snubber line. Only one who has sailed before can tell you the difference between a heaving line, a lifeline, a jackline and a lazy jack, or between a jam cleat, a cam cleat and a clutch cleat, or between the luff, the foot and the leech. Furthermore, tack has at least four homonyms and if you refer to the kicking strap or the boomvang, then you're talking about the same thing.

Words for below decks are just as daunting for the land

person: We remove the washboards, then enter by the companionway, usually into the salon. We prepare our food in the galley, we sleep on berths in the V-berth or a stateroom, we lounge on settees, we answer nature's call in the head, we aerate the boat by opening the hatches and we peek outside through the portlights. We lift the floorboards to check the bilge in case a thruhull is leaking. The skipper checks his vessel from bow to stern before we cast off. Then we remove the fenders and stow the docklines in the cockpit lockers or the lazarette. Then it gets more complicated. We hoist the main, unfurl the jib, steer the course, adjust the travellers and fairleads and trim the sails until the ticklers and telltales fly parallel. Now we're sailing in the groove. And finally, when we're underway we have to know what's outside the boat as well, such as ahead, astern, abeam, leeward, windward and even aloft for that matter.

When it comes to planning the day's course, or executing sailing manoeuvres, or dealing with an emergency, it is essential that the captain, helmsman and crew speak the same language. When the helmsman wants to change tack, he or she will order: "Prepare to tack", or depending on his or her school, "Prepare to come about", followed by "Helm's alee", or "Coming about". When assigning the crew their duties, the helmsperson will refer to the lazy sheet, the active sheet and the mainsheet. The captain might order the helmsman to head up or bear away or steer closehauled.

Nevertheless, if we're sailing with a crew of neophytes, we mustn't let our devotion to proper nomenclature create a communication failure. Sometimes it's quite appropriate to say to the newbie: "Mary, you pull on the blue rope on the right side." In our enthusiasm for using nautical language, we mustn't lose sight of the fact that the purpose of language is to communicate, and not to frustrate visitors who are just coming for the ride.

There is almost no end to the scope, the complexity, and the charm of the language of sailing. Its complex and elaborate vocabulary is just one of the things that make the activity so appealing. It is a precious legacy derived from centuries of wayfaring that is worth nurturing, and, from a practical standpoint, using proper terminology makes us safer boaters.

The Great Lakes: where is the water going?

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

We have long thought of water levels on the Great Lakes and St. Lawrence River as being proportional - if one area had high or low water so did the rest. However, with the changes in weather patterns and a growing concern about the combination of municipal water supplies, adequate draught for shipping, and ecology in general, we are becoming more aware of the diversity of the Great Lakes and St. Lawrence River and how the various parts relate to each other.

One thing seems certain – there is less water than there used to be. Water level records have been kept on the Great Lakes since 1918 but only since 1967 in Montreal Harbour. Lakes Superior and Ontario and Montreal Harbour were at levels above the 10-year average in June 2013. The rest were below. According to the Great Lakes Water Level Reports, the 10-year average for June 2013 is lower in all cases than the 10-year average back in June of 2003, with Lake Huron having dropped by 0.4 metres - which is a bigger drop than on any of the other lakes. Only Lakes Ontario and Erie have the same overall average water level as they did in 2003. All of the other lakes have lower average water levels.

So what is happening with the water levels? Lake Superior dipped below chart datum in late September 2012 and returned above it in early June 2013. Lakes Michigan and Huron have been below datum longer, having dipped below between August 2012 and June 2013 with water levels during that time being close to record lows, if not record-breaking.

Lake St. Clair has been below average but consistently above datum while Lake Erie has managed to remain further above datum. Lake Ontario actually rose above the average in June 2013 while Montreal Harbour returned above datum in January 2013. Montreal Harbour will see its water levels influenced by the Ottawa River currents as well as the St. Lawrence and is affected by the International Joint Commission's efforts at controlling water levels on Lake Ontario and the St. Lawrence River.

Where is the water going? There are undoubtedly a number of explanations, each of which contributes to the big picture.

The U.S. Army Corps of Engineers is considering ways to restrict water flow through the St. Clair River because dredging of the river has meant increased water flows from Lake Huron to Lake St. Clair and Lake Erie. While any effect may not be noticeable on Lake Huron, which is quite large, the smaller Lakes St. Clair and Erie will see increases in the amounts of water which they receive and consequently may see higher water levels. In Wisconsin, the City of Waukesha wants to divert 19.5 million gallons of water from Lake Michigan because the underground aquifer from which they pump their drinking water is deteriorating in quality as its own level drops. What effect will that have on the lake and how much effect does the diversion of waste water into the Mississippi River system have on Lake Michigan?

There is one explanation for why water levels on the upper Great Lakes may differ from the lower lakes – not all of the water ends up flowing down the St. Lawrence River.

Perhaps one of the greatest contributors to our water level woes is our warm winters which have meant less ice cover to keep the water from evaporating and less snow to help replenish the losses come spring.

Queen's Diamond Jubilee Medal recipients

Note to readers: If you know CPS-ECP members who received the Jubilee Medal and have not yet been recognized in Port Hole, please let us know.

Gordon Kenneth Clay, member of the Coquitlam squadron and teacher, recipient of the Queen's Diamond Jubilee Medal, founded the Coquitlam PE Professional Specialist Association, started the Outdoor education program in SD43 – 1975 – Sail & Canoe program at Rocky Point Park and has given lessons in Outdoor Education pursuits, going to outdoor education centres to give canoe, sailing, photography and other outdoor lessons. Certified to teach Coast Cruising, he taught Sailing I Port Moody night school for 10 years. He worked with Roel den Dryver to move the junior sailing program to Rocky Point Park from Barnet Beach. He is founder of sailing and canoe and kayak clubs and established the small boat program of Centennial Sailing Club at Barnet Beach. He has taught CPS-ECP Basic Boating and Advanced courses.

Hon. L.Col. David Woodall, Windsor Squadron, recipient of the Queen's Diamond Jubilee Medal, grew up in a family tradition of construction service. A graduate of the University of Windsor with a degree in Civil Engineering, Dave is currently president of Woodall Construction. As the Officer commanding of Delta Company, a civilian wing of the Essex and Kent Scottish, Dave has shown a spectacular amount of leadership, determination and commitment. Of



note is the building of the Dieppe Memorial in Dieppe, France in 2006 and another in Windsor, ON in 2010. Dave led the way in fundraising over \$400,000 for both of these projects and ensured that they were built to honour those who fought the tragic battle. Dave is also a recipient of the Queen's Golden Jubilee Medal.

Brian Gandey, member of the West Island Squadron in Montreal, received his medal from the Governor of the British Virgin Islands, for community service in the islands. Brian has been actively involved with VISAR (Virgin Islands Search & Rescue) since its inception 24 years ago. Presently he is senior helm. These volunteers stand by 24 hours per day, going out in the VISAR rescue boat to assist mariners in distress. In 2002, Brian received the Queen's Golden Jubilee medal for the same service. Brian and his wife, Cindy, also a CPS-ECP member, have lived in the BVIs for 25 years. They founded and still run Conch Charters Ltd., a sailboat chartering company with 50 yachts, both monohulls and catamarans.

The blessing of the fleet



Following an initial pilot project last June which exceeded all expectations, the second Blessing of the Boats and the Waterways has already been planned for Midland harbour for June 7,

preceded by the Commodore's Dinner on June 6.

Last June, dozens of boats lined up in the Midland harbour for a blessing by Ontario's Jesuit Provincial head, Fr. Peter Bisson, Fr. John McCarthy, and Martyrs' Shrine Director Fr. Bernard Carroll.

According to Fr. Carroll, Director of nearby Martyrs' Shrine, although the rite is new to Georgian Bay, the

blessing of waterways is an old tradition among the Jesuits. Fr. Bisson explained that the rite acknowledges "God's presence is our lives and our gratitude for the gifts of water, sun and earth." The Jesuits, he said, "hope to start a new tradition for the shrine and for the marina here." A cedar bow and the colours of the native medicine wheel were part of the blessing, giving hope for the future while giving thanks for the past

The night before the blessing, 70 people attended the Commodore's Dinner, a four-course gourmet meal paired with vintage Ontario wines. Joining Commodore Ken MacDonald and his wife Marlaire at the Head Table were Mary & Mrs. Gord McKay, Mr. Peter Cooper, Chairman of the Georgian Bay Land Trust, Father Peter Bisson, Provincial, Jesuits of Upper Canada, Mr. & Mrs. Frank Morneau, Mr. & Mrs. Chris Butcher, and Father Bernie Carroll, Director of the Martyrs' Shrine.

NOT another sad statistic

Bill Fehr

St. Thomas Power and Sail Squadron

Extra anchor, paddles, floating throw lines, flares, fire extinguisher, reserve fuel tank and line, batteries, sound devices, lights, extra warm clothing, blanket, VHF radio, GPS, cell phone, food, drinks and life jackets on the boat, all necessities, much of which is legally mandatory.

A properly fitted and maintained, size-appropriate life jacket worn on the boater, optional?

Friday, July 6, 2012, a bright, beautiful, calm sunny day. Perfect to go fishing. I packed up food, beverages (non-alcoholic), fishing equipment and I was off to Longpoint Bay.

I arrive about 4 p.m., then, as usual, organize everything to load, open boathouse big doors. I get onboard, take my personal life jacket off the captain's seat, put it on and start normal procedures. Check fuel, batteries, lights and horn, load everything from the dock, start the motor, turn on GPS, undo all dock lines and I am off.

The lake was calm so I fished out near the channel, but had no success. I did all the right things, so I have to assume that no fish were there. Of course it could not be me.

Almost 5:30 p.m. so let's try the weed beds. They always produce. As usual the spot was gold. Fish were biting and I was catching and releasing nice sized Bass. Life was good. I fished right up to almost darkness at 9:30 p.m. when it was high time to leave.

I started back toward the boathouse and had gone about half or three-quarters of a mile when the boat motor bogged down and quit. I tried to restart to no avail. Reasoning that it must be weeds around the prop, I raised the motor. I was right; weeds were tightly wound around the prop. As I have done many times in the past, I leaned out and started removing them. Only a few left and then it happened.

Over 20 years of boating, and I fell overboard.

All alone in about 5-7 feet of water and another foot or two of mud and weeds. Me, an overweight, out-of-shape, poor swimmer at best. A real problem. Yes. A tragedy. No. Why? Wearing a properly fitted and maintained, size-appropriate life jacket.

I did not have to deal with the worry of sinking and drowning. My problem was to get back into the boat. I stayed calm and started procedures to accomplish that. It should be noted that all the equipment listed earlier means nothing when you are alone in the water. Also there were no other boats around.

I was able to swim a few hundred yards, pulling my Wilker Galaxie. Once I could touch some bottom, I had better footing and finally could walk in about four feet of water and mud, dragging the stern onto some shallow weeds. Then the work began.

My boat sides are about three feet above the water and I



was in about three feet of water and mud. I tried jumping but was not able to get a grip on the top of the motor or boat. Funnily enough, I thought maybe had I spent some time exercising I might have been able, but no need to pick on myself now. Better keep my morale up. I had spent about one and a half hours in the water by now.

I always leave one line tied on the stern, so if an emergency situation arises, I can quickly fasten a floating throw line to rescue anyone (other than myself) and anchor fast. Now that I could reach it, I pulled this line down, tied some loops and used it to climb up and get on board. Very handy, since I use the boat for fishing and do not have a swim platform or ladder.

Once I was on board, any life-threatening danger was gone. It was 11:30 p.m. The boat still would not start. I did have extra flashlights, but decided to wait until daylight. Around 5 a.m. I took the top cover off my 90 Hp. Mariner and used a rope to pull start it as the batteries were too low. Thank goodness, it was well tuned and started after three pulls. I motored back to the boathouse and headed home.

Only my wife knew I was away and I knew she would have gone to bed around 10 p.m., because I usually do not get back until about 10:30 or 11 p.m. It is a one hour drive. I got home at 7:15 a.m. and, as I expected, she was sleeping, unaware of my ordeal.

In hindsight I should have radioed Coast Guard just to make someone aware that I was stuck, but not in danger. Couldn't telephone because this time my cell phone was on me and did not survive the two hours in the water. I also now call home and touch base a little earlier.

I ended this ordeal a bit dirty, damp but fine. I firmly believe that had it not been for the fact that I was wearing my life jacket, this article would have been written by someone else and would have a very different ending.

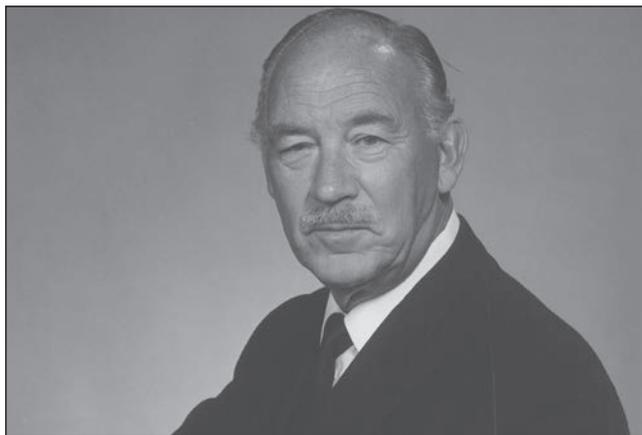
In Memory of Past Chief Commander Arthur G. Charles, SN

P/C/C Doreen Hinksman, AP
Oakville Power and Sail Squadron

Just three days shy of his 90th birthday, Art passed away on August 4th. He and Olive, his wife of 68 years, lived at the Champlain Manor Retirement Residence in Orillia.

Art will be remembered by many people in many different ways. Always a strong proponent of volunteerism, several organizations included him in their membership, not as part of the sustaining group, but as a worker, doing whatever he could to enhance their goals. He was a founding member of the Orillia Squadron, and through many positions held throughout our organization, he eventually led CPS-ECP as Chief Commander in 1987/1989. After stepping down as Chief, Art chaired the National Planning Committee for several years, and served on the National Nominating Committee. He also represented CPS-ECP as an Officer/Director of the United Safe Boating Institute, whose Board is made up of members of the premier recreational boating organizations in Canada and the US.

Born in England, Art saw service as a Flight Lt. with the Royal Navy, and was a WWII veteran. His 'paid job' was with Proctor & Gamble, and after retirement from his 40 years there, his 'unpaid jobs' took up all his time. Often seen boating on Lake Simcoe and Georgian Bay, he and Olive enjoyed several years on the water.



Art took over as Chair of the CPS Foundation in 1991, serving in that capacity for 10 years. He never stopped promoting it at every opportunity. He brought in some unique ways of raising funds, and those who saw his 'Chinese auction' or the auction of the 'Golden Cock', and even the circulation of the famous 'Rubber Chicken' will never forget any of them. Those of us who saw him in the persona of the 'King of Siam', at the National Conference Revival Parties, will have these memories of a fun loving, cheeky, humorous, friend of everyone.

P/C/C Art leaves a gap in the lives of those who knew him. He believed passionately in CPS-ECP, and never held back from giving an opinion, good or not-so-good, on issues affecting it. Both he and Olive enjoyed being with our organization and its members to the fullest. One saying of his many memorable ones, said many times in speeches for CPS-ECP was 'If it ain't fun, don't do it!'. Art – it was sure fun knowing you.

Carbon Monoxide Awareness

Carbon monoxide (CO) is a deadly gas you can't see, smell or taste. CO can come from anything that burns a carbon-based fuel (gasoline, propane, charcoal, oil, etc.) so it can be created by engines, gas generators, cooking ranges, heaters and the like. CO acts a lot like air. It doesn't rise or fall but spreads evenly throughout an enclosed space.

CO comes in through your lungs and cuts off the oxygen supply to your body, causing death in minutes. Be alert.

Symptoms include headaches, nausea and fatigue – but you might think you are just seasick or have the flu.

Here are some tips to help protect yourself and others from CO poisoning:

- Idle your engine only in well-ventilated areas. A tail wind can easily carry CO back on board.
- Heat the cabin or cook when in a well-ventilated area.
- Make sure that cabin extensions and areas fitted with canvas tops are well ventilated.

- Use only fuel-burning engines or appliances that are certified or designed for marine use and make sure they are only used in well-ventilated areas.
- Use a marine-grade CO detector and check its batteries before every trip.
- Be aware that CO can build up when:
 - two vessels are tied to each other;
 - you are docked alongside a seawall;
 - your load causes the bow to ride high; or
 - a fuel-burning appliance or engine is running while your vessel is not moving.

Warning to Swimmers:

CO is not just a risk to boaters. You too can be overcome by breathing CO and drown in just minutes. Areas of high risk are under swim platforms and between the pontoons of houseboats.

--From the Prince George Power and Sail Squadron



John Gullick, AP
Manager, Government and Special Programs

Flyboarding, what is that?

Last year I received a question from a person asking for information about Flyboarding and what type of safety equipment and certification, if any, would be required.

Well, I was stumped because I had heard the term but really knew nothing about this emerging water activity. So, like most other people I went to Google to see what I could find and I was amazed.

A Flyboard is a water jet pack that attaches directly to a Personal Watercraft. The jet drive is removed from the PWC and a length of wide hose is attached leading forward to the front of the PWC and then on to the Flyboard jet pack which is attached to the Flyboarders feet.

Essentially the PWC becomes a jet pump source only. It can no longer manoeuvre and it is towed by the Flyboarder who now becomes the operator.

The PWC, connecting hose and Flyboard jet pack become a composite vessel with the three pieces permanently linked. In some instances the person on the PWC acts as an observer/instructor and in some cases they also have the responsibility of adjusting the throttle under direction of the Flyboarder. In other cases the Flyboarder has their own throttle control.

I have also seen a set up where the PWC is replaced by a simple power drone that is attached to the hose. Here there is no seat for an observer or the Flyboarder if they were to require it.

To see what I am talking about go to:
<http://rockymountainflyboard.com>

To date there are no regulations related directly to Flyboarding. However, when Flyboard Canada recently gave a demonstration to the Canadian Safe Boating Council's annual Symposium in Whistler BC a few regulators, enforcement officers and boating safety instructors made the following observations:

The composite unit is a powered vessel and therefore the operator will require a Pleasure Craft Operator Card (PCOC). Flyboard Canada is also saying that they won't sell units unless the operator has taken a specific Flyboard operators certification course. They are also developing a resale agreement that requires a new owner to take the same certification course but this certification is currently not required by law.

Since the power unit is a PWC it was believed that PWC carriage requirements for PWCs would apply, including a reduction in the required equipment if both the operator and observer/instructor were wearing PFDs. Also, because this was a towing situation, albeit in reverse, requirements for an observer and empty seat for the Flyboarder would be required.

Finally, the question of liability insurance came up and no one was prepared to commit an answer. For now, judge for yourself.

2014 Boating Calendar in Support of The Children's Wish Foundation

Canadian Power and Sail Squadrons is again pleased to support the 2014 Boating Calendar program in support of The Children's Wish Foundation. You can order your copies today and help the Foundation in their mission of never denying an eligible child their wish. These calendars make wonderful gifts for the coming Holiday Season. Proceeds from this project go to provide children with life-threatening illnesses the opportunity to realize their most heartfelt wish. The total cost of these calendars is \$25.00 each including taxes, shipping and handling anywhere in North America. So order yours today at: <http://thecommunityfundraiser-com.myshopify.com/products/boating-calendar>.



CPS-ECP Flag Frenzy



Vernon Power and Sail Squadron



Estuaire Saint-Laurent District



Gabriola Island Power and Sail Squadron



Nanaimo Power and Sail Squadron



Pacific Mainland District



Halifax and Alderney Power and Sail Squadrons



Avalon Power and Sail Squadron



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

What do you do when the cottage is closed up for the winter? There are lots of things, of course. Winter activities take hold and, once the snow flies, thoughts of the cottage include either looking forward to the coming summer or back to the one which was.

If you are looking to the coming summer then maybe your winter activities could reflect that. Finding something to do with the local Squadron is always worthwhile. Perhaps even going to the annual CPS-ECP conference is something worth considering. George did.

The trip into Toronto wasn't too bad for George. It was when he got to the hotel that his problems started, although he was eventually able to squeeze his car into the parking garage and get the elevator to the lobby. He even found his way to his room.

It wasn't all bad. He found the displays and the exposition interesting and he enjoyed speaking to some of the folks manning the displays. He hopes that the air/sea rescue folks won't have to go out looking for him.

George's trouble started when he wanted to see the opening ceremonies. They were in a room called Deck 27 on the 27th floor. That should have been easy – just take the elevator to the 27th floor, right? Wrong. George heard that you had to take the blue elevators to the 26th floor and then take another elevator, or the stairs, to the 27th. But George's hotel room used the green elevators. Oh yes, just to add to the fun there were red elevators, too, but they wouldn't get you to Deck 27.

George was contemplating this wrinkle while in the elevator, the green one, when what to his wondering eyes did

appear? A button, marked 26. Lo and behold, he discovered that he could get to the opening after all. Up he went, to the 26th floor, where he found both stairs and an elevator, just as he had heard. Finally, all he had to do was open the door with the foot-high brass 2 and 7 on it and he had made it.

Seeing all the people there, and listening to the letters being read, and especially hearing what was said by the aide to the MP for Scarborough Centre made George realize that he really did want to keep on helping the Squadron.

When George tried to visit a friend, however, he became mystified. There appeared to be no route from George's room to his friend's floor. When he encountered another lost soul, one who professed to have taken Navigation, he became even more worried. George was ready to throw in the towel when he came across someone threatening to produce a chart just to find the elevators.

Now that he's safely home, George is happy to say that going to the conference was a good idea and he enjoyed himself – particularly on Friday night. He's not sure, but he thinks that the Ghost Busters may have interceded to keep the wicked witch of the west from casting a spell on him.



CPS-ECP AGM and Conference

October 22-26, 2013 Toronto, Ontario

As part of the 2013 conference, CPS-ECP celebrated 75 successful years of promoting safe boating practices through the work of many thousand volunteers from coast to coast to coast, whose dedicated efforts have been enhanced by partnerships with other organizations and corporations with the same aims and ideals. Much of the talk centred around change as CPS-ECP looks forward, but attention was also paid to some of the more treasured traditions.

Given that the conference was held at the Chelsea Eaton hotel, in downtown “Hollywood North”, the Friday night party featured a “Name that Movie” contest, costumes replicating famous movies, and the singing comic impressionist Houston Macpherson who replicated many of the more famous Hollywood entertainers. One of the finer moments came when one of the Best Costume award ceremonies had to be temporarily postponed while the winners rushed off to change back from CPS-ECP members to Ghost Busters. “Those costumes are hot,” Serge St-Martin explained.

Conference participants were called on to use all their navigational training to safely manoeuvre around the hotel. Boaters know that red is for starboard, green is for port, but the elevators that were labeled with blue strips posed a challenge. The three sets of colour-coded elevators worked different floors.

One of the most popular convention stops was the Turner Room where Ship’s Stores was hosting a Mega Sale with periodic special sale prices.

Deck 27 was packed with conference delegates for the Opening Ceremony which included well wishes from various levels of government and a ceremonial dipping of the Relay flags into water from coast to coast to coast.

Kudos to the conference organizers. Events ran on time, there was always someone at Registration to answer even the strangest questions, and the organizers never stopped smiling.

Coverage by: Joan Eyolfson Cadham, S,

Photography by: Don Butt, AP



2013-2014 Operating Committee: Front row, left to right, Chief Commander, Joseph Gatfield, JN, National Executive Officer, Robert Pepin, PA. Back row, left to right: National Treasurer, Douglas Stewart, AP, National Training Officer, Carolyn Reid, SN, National Secretary, Cathie Johnstone, National Administrative Officer, Jim Brown, S. Absent, National Law Officer, Charles Beall, Chair, Committee on Rules, David Peebles, P, Past Chief Commander, Richard Bee, AP.

CPS-ECP Volunteer Awards

Howard G. Peck Volunteer of the Year Award

Tracie Berekoff, P, Windsor Squadron, described as "an outstanding volunteer who has made a lasting contribution at the Squadron, District and National level."

Chief Commanders' Citations

Dave Corke, AP, Sara-Jane Raine, S, Pierre Tanguay, N, Dave Peebles, P, Karen Connor, AP, Charles Beall, Joe Gatfield, JN. See photo 1 on page 73.

Fortress Anchor/Natural Marine Officer of the Year Awards

Presentation made by C/C Richard Bee and Bill Milne, President of Alex Milne Associates Ltd.

Three awards, one each from the Atlantic Provinces and Quebec, Ontario, and the Western Provinces

Atlantic Provinces, Sarah-Jane Raine, S, Halifax Squadron

Ontario, Gina Lee, Peterborough Squadron

Western Provinces, Susan Loveless, AP, Mount Brenton Squadron

G. William Bowman Instructor of the Year Awards,

Sponsored by Weems & Plath, named after G. William Bowman who initiated the first Power Squadron Safe boating classes in Canada in 1938, presented by C/C Richard Bee and National Training Officer, Carolyn Reid.

Atlantic Provinces and Quebec, Alan Uren, SN, Halifax Squadron

Ontario, Richard Boldt, Oakville Squadron

Western Provinces, Alan Nourse, S, Kelowna Squadron

ICOM Canada Volunteer Electronic Instructor of the Year Awards,

presented by Eric Meth

Atlantic Provinces and Quebec – André J. Roy, Escadrille

nautique Québec

Ontario – Michael Hill – Kingston Squadron

Western Provinces – Alexa Stochmal, Nanaimo Squadron

Mary Pritchard Award for Excellence in Distance Education,

The Mary Pritchard Award recognizes a CPS member who has created course content suitable for web-based delivery, or promoted marketing of distance education courses or developed innovative new techniques or development of outstanding graphics appropriate for web-based courses.

Awarded to Serge St-Martin, JN.

Natural Marine Training Award

This trophy is donated by Alex Milne Associates Ltd., a supplier of environmentally-friendly marine products and a firm supporter of the objectives of CPS-ECP. The competition is at the squadron level. It is presented to the STO and his/her instructors & proctors who help to achieve the highest % of successful students in the Boating essentials examination in 2012-2013. The trophy is maintained at HQ, a keeper trophy was presented to : Victoria Squadron, Vancouver Island South.

Recreational Vessel Courtesy Check Awards

RVCC program volunteers checked more than 1500 vessels whose owners agreed to a safety check, at boat ramps, yacht clubs, marinas and other on-the-water venues across Canada.



Top District – Western Ontario
 Top Squadron – Tillsonburg Squadron
 Top Individual, Third place, Doug Robinson, Tillsonburg Squadron, Western Ontario District
 Top Individual, Second place, James White, Vancouver Squadron, Pacific Mainland District
 Top Individual, First Place, Peter Barbour, Tillsonburg Squadron, Western Ontario.

Life Member Awards

2,312 Merit Marks were awarded in 2013. Thirty-five CPS-ECP members earned their Life Member Award. Two were present to receive their 20th Merit Mark, a Life time Membership Card, a Life Member Flag, and a 20 Year Longevity Pin. The other Life Memberships were presented at Squadron or District Functions. Receiving their Life Member Award at the 2013 conference were Clifford Rayment, N, Don Valley Squadron, and R. John Garside, AP, Don Valley Squadron. See photo number 2 above.

Retiring Members of the Governing Board

P/C/C Malcolm Blann, AP, Governing Board, National Administrative Officer, Catherine McLeod, AP, General Director, Andy Myers, P, Annie Cook, Recording Secretary.

Environment Award, sponsored by Natural Marine, Juan de Fuca Squadron.

Squadron Membership Award, Ottawa Squadron. See photo number 4.

Marketing Award, Oakville and Peterborough Squadron.

MAREP awards, Best District Effort: Atlantic. Best Individual Effort: Peter Carlisle. Best Squadron Effort: Fredericton
 Most Improved District: Atlantic.

Ref Reid Award

This competition is at the Squadron level and goes to the Boat and Engine Maintenance instructor having the most successful class in 2012-2013. This award was donated by family members in honour of the late Ref Reid, a long-time, distinguished member of CPS-ECP. Brian Lumley, Ashbridges Bay Squadron, York East District. See photo number 3.

Beldon W. Fox Award

This competition is at the squadron level for the most improved results and performance in Advanced and Elective Courses during 2012-2013 in relationship to the total membership. The trophy is maintained at the National Office, a small keeper trophy was presented to: Brentwood Bay Squadron, Vancouver Island South District

S. Gordon McCandlish Award

This competition is at the district level for the most improved results and performance in Advanced and Elective Courses



during 2012-2013 in relationship to the total membership. The trophy is maintained at HQ, a small keeper trophy was presented to: Vancouver Island South District.

Retiring Members of the Training Department

These gentlemen have continued to serve faithfully in CPS-ECP. They have both represented us as Chief Commander in the past years, and then returned to work in the Training Department: Tony Gardiner, SN – Course Director for Advanced Piloting – 5 years and Serge St-Martin, PA – Chair of French Editorial Review – 6 years. See photo above.

Vera Booth

In 2009, Vera Booth of Don Valley Squadron received her 50 year Merit Mark and Longevity Pin. During the 2013 Training Luncheon, Vera was recognized for receiving her 54th Merit Mark. Vera was the wife of Past Chief Commander Bill Booth, N, but she was also a dedicated CPS-ECP member and volunteer in her own right. Together, Bill and Vera earned 107 years' worth of Merit Marks. Vera Booth passed away on Saturday November 16, 2013. See photo above.

Tracie Berekoff CPS-ECP Volunteer of the Year



Howard G. Peck Volunteer of the Year Award

Tracie Berekoff, P, Windsor Squadron, described as “an outstanding volunteer who has made a lasting contribution at the Squadron, District and National level.”

Tracie is the CPS-ECP Chair of Youth Education and the National Conference Committee.

Tracie has also help Windsor Squadron organize events such as graduations, seminars and winery tours. As a member of the Windsor Squadron Courtesy Check team Tracie conducted the most number of checks that helped Windsor Squadron become the top Courtesy Check Squadron in 2012.

In addition to CPS-ECP volunteer work Tracie teaches at the annual Women’s Challenge in Windsor with three nights of boater training and an end of session regatta. Tracie has also marketed and fundraised for Dragon Boat Race for the Cure.

Heard around the conference rooms

“When I addressed the AGM in Halifax in 2011 and again in Edmonton last year I spoke of change. I spoke of the need for change and the need to embrace change. A lot has happened in the last two years. Some of the major accomplishments I spoke of last year in Edmonton were the launch of our online PCOC course, splitting our Boating course into Boating Basics and Boating Essentials, hiring a new Executive Director and the Internal and External surveys to research the needs of Canadian boaters.

“The last year has also seen many changes. The Organizational Effectiveness Committee, under the leadership of National Executive Officer Joe Gatfield spent hundreds of hours reviewing the new Not-for-profit Act, our Governance structure and our bylaws and regulations. They have delivered a governance framework that not only meets the requirements of the new Not-for-profit Act but renews and revitalizes our governance structure at the National level and positions CPS-ECP for the future

“As an organization we have continued to invest in new technologies. The training department has been using electronic meeting software for monthly meetings and the Operating Committee has utilized go-to-meeting software for a recent budget review meeting. Next year the June Operating Committee meeting will be a virtual meeting. The use of electronic meeting software not only reduces expenses but improves communication and speeds up the decision making process. We are venturing into the eBook world and in our marketing efforts we are using Google ad words to help drive traffic to our website. A new public course website was recently implemented with the goal of making it easier for the public to find and register for our courses.”

P/C/C Richard Bee, AP, giving his AGM Chief Commander's report

“We should award an extra star on the SN if they can safely navigate all the rooms.”

A CPS-ECP delegate trying to find the correct colour-coded elevator

“Compliance with the new Canada Not-for-profit Corporations Act will necessitate changes to the Governance structure of the Corporation. In this, our 75th Anniversary year, this requirement has provided the Corporation with a unique opportunity to bring our governance model forward

into the 21st century. As a first step in this ‘new direction’, the Articles of Continuance (transition) and the new By-laws not only comply with the NFP Act, but provide us a roadmap for our future.”

Part of the Notice of Motion regarding approval of the new Articles and By-Laws. The motion passed.

“We will celebrate our 100th anniversary in Jacksonville, FL the last week of January, 2014. Being 100 years old has its advantages and disadvantages. There's all the tradition and the old ways of doing things. You have to hang onto the tradition and change the old ways.”

Chief Commander John Alter, SN, USPS, who headed a large contingent of USPS members in Toronto for the CPS-ECP 75th Anniversary.

“At 1:30, Joe Gatfield is holding a course on How To Navigate This Hotel, with chart work on the Green and Red elevators.”

Overheard during the Governing Board meeting

“The two governments need a harmonization project for recreational boating. We have different standards for what is acceptable. We need a common set of standards, approved by both countries. . . You volunteers deserve the credit, North America-wide, for the declining boating fatalities.”

Jeff Hoedt, Chief, Boating Safety Division of Auxilliary and Boating Safety, United States Coast Guard.

“If they get lost in the hotel, should we strip the SNs of their certification?”

Heard somewhere between the red and the blue elevator



2013 Conference and AGM Competitions

Division 1 Training Aids

First prize, Anchor Demonstration, Dave Corke, London
 Second prize, Model of Navigation Aid/Light, Bill Weller/Barry Ensign, Nanaimo
 Third prize, Study for Boating Basics, Byron Buie, Fraser

Division 2 Navigation Aids

First prize, Tool to Convert True/Magnetic, Barb Hoffstrom, Nanaimo

Division 3 Crafts

First prize, 75th Anniversary Bag, Margarite Berry, Kelowna
 Second prize, Knitted Pocket Storage for Head, Doreen Hinksman, North Halton
 Third prize, Knitted Sweater, Margarite Berry, Kelowna

Division 5 Publications

First prize, The Quarterdeck, Julie Ryder/Yvonne McCoach, Port Moody
 Second prize, The Skipper, Brian McCulloch/Scott Homan, Goderich

Division 6A Photography

First prize, Morning Mist, Giny Etzel, Barrie
 Second Prize, Rigging, Burt Worth, Orillia
 Third prize, Winter Repair, Doreen Hinksman, North Halton

Division 6B Paintings and Drawings

First prize, Dulcer Rock, Tony Cook, Toronto
 Second prize, Province Bay Trawlers, Susan Mellow, Peterborough
 Third prize, Seagull's Nest PEI, Susan Mellow, Peterborough

Best of the Web

CPS Portal
 First prize, Port Moody

Non-CPS portal

First prize, Fraser
 Second prize, Midland
 Second prize, White Rock

"That Others Might Live"

— you and the national search and rescue program

Major Marty Zimmer, Officer in Charge, Joint Rescue Coordination Centre Trenton

Major Zimmer presented the seminar on Air/Sea Rescue at the CPS-ECP conference

It is a statistical inevitability that flying and boating activity in Canada increases as we slowly leave winter behind. Since these types of activities inherently involve some risk, an overview of Canada's National Search and Rescue Program may be of interest.

An integral part of this system is the work done by the Joint Rescue Coordination Centres (JRCCs). This article covers the role of the JRCCs and their SAR mandate.

In 1986 the Government of Canada directed the establishment of a National Search and Rescue Program (NSP). The NSP is a co-operative effort by federal, provincial and municipal governments along with other search and rescue (SAR) organizations. As part of this program the Royal Canadian Air Force (RCAF) and the Canadian Coast Guard (CCG) have been federally mandated to provide a SAR response for all Aeronautical and Maritime (Great Lakes and Coastal Waters) incidents within the Canadian Area of Responsibility. Response to marine incidents that occur within inland lakes remains the responsibility of the Provincial and Territorial Authorities.

To deal with Canada's vast geography, the country has been divided into three Search and Rescue Regions (SRRs), each with its own JRCC responsible for coordinating all SAR responses for incidents within their respective region. Each JRCC is staffed 24/7 with seasoned RCAF and CCG personnel who have significant SAR experience and work jointly to prosecute SAR incident responses. The JRCCs are directly linked to SAR crews and squadrons in key parts of the country who employ aircraft and vessels along with other equipment to carry out their missions so that others may live.

As an example of the scale of operations in Canada, the three JRCCs across the country handle on average, a yearly case load of ten thousand incidents within their Area of Responsibility (AOR). JRCC Trenton investigated 4110 of these incidents in 2012, with, in some cases, more than 100 incidents occurring during a single weekend.

The RCAF has two Primary SAR squadrons within the Trenton SRR, 424 Squadron with CC-130 Hercules fixed-wing aircraft and CH-146 Griffon helicopters in Trenton, and 435 Squadron with CC-130 Hercules in Winnipeg. Both these squadrons are fully trained in SAR

and maintain a primary SAR Standby posture 24 hours a day, seven days a week.

SAR response posture is immediate at all times, and the crew that is on standby must aim to be airborne as rapidly as possible when they receive the call to action. The crews maintain a 30-minute and two-hour posture throughout the week. The heightened 30-minute posture is shifted throughout the season to correspond to the higher periods of incidents.

RCAF aircraft that launch from primary SAR squadrons have Search and Rescue Technicians (SARTECHs) on board who are capable of penetrating an incident scene by parachuting from an aircraft or being hoisted down from a helicopter. These SARTECHs, highly visible in their orange flight suits, are trained to act as the first responders to immediately assist those in peril and provide advance trauma care. The CC-130 Hercules can dispatch supplies, clothing, food, radio equipment, life rafts, survival kits and pumps. It also drops flares for night illumination. Equipped with significant fuel reserves, this aircraft can remain airborne for up to 14 hours, allowing it to reach all corners of the Trenton SRR.

Although there are only two Primary SAR Squadrons within the Trenton SRR, additional aircraft from the RCAF and other federal departments can be tasked to support an ongoing SAR case. In addition, volunteer aviation and marine organizations such as the Civil Air Search and Rescue Association (CASARA) and Coast Guard Auxiliary (CGA) contribute greatly to providing qualified search crews for SAR cases that involve extensive search areas.

Through close coordination, Canada's other JRCCs will often lend their primary SAR resources to support a SAR incident in another SRR. Commercial charter companies are also available to assist in responding to remote parts of our country. So despite the immense area, multiple resources are scattered throughout the land.

Aeronautical alerts usually come in the form of an overdue aircraft, airborne emergencies, reported forced landings and Emergency Locator Transmitter (ELT) activations. Most false alarms are resolved with a combination of sleuthing and phone calls but often the launching of valuable SAR air assets is required to investigate the ELT source.

Maritime alerts usually come from the MCTS following a Mayday or emergency call from a vessel, reports from a concerned citizen often through 9-1-1 Centres or through the activation of an EPIRB. For those incidents that are not resolved during the early stages of the investigation,

the JRCC tasks marine assets to provide a timely response. The CCG provides primary marine SAR assets to respond to SAR incidents. These primary SAR assets include SAR Cutters and Inshore Rescue Boats. In addition the JRCC may call upon other CCG or federally owned vessels, police, fire departments and /or volunteer organizations to assist in resolving the situation.

The National SAR Program is comprised of many dedicated men and women with extensive SAR backgrounds who work around the clock in the JRCCs and at response units across the country.

Fundamentally, everyone has a role to play when it comes to preventing SAR or ensuring they can be rescued. Provided one's aircraft or vessel is well maintained, rescues have the greatest odds of success when notification time is quick

and probability of survival is high. In most cases, travelers equipped with sufficient approved emergency and survival gear stand the best chance of being rescued.

Canada's SAR system is among the best in the world and crews with the RCAF, CCG and other partners train continuously in all elements and environments to save lives. Delivering service for incidents across 18 million square kilometers is no small task, but Canada's dedicated professionals and volunteers remain committed and ready to respond whenever and wherever they may be called.

Looking Back

– the CPS-ECP Headquarters

It was 1965. CPS-ECP had 7,000 members in 95 Squadrons. And, CPS-ECP had a new headquarters where the focus was on getting ready for orders for the new training season. However, Chief Commander W. M. Booth sounded frustrated.

In an article in *Port Hole*, he reminds the Squadrons that the Governing Board had hoped to avoid open market mortgage costs for the new building – a first, because CPS-ECP had been renting space at 407 Royal York Rd., Toronto 18. “What better way is there than to let every person associated with CPS take part?” he had asked in a 1964 *Port Hole* article directed to all Squadrons. The proposal was for Squadrons to lend Squadron funds to CPS, with a promise that squadrons who needed their money could get it back within 30 days. There was also a proposal for member donations. \$10 per member, said C/C Booth, would more than cover the cost of the land and the building. Total cost was projected to be \$55,000.

A year later, with the building completed in time for the conference, C/C Booth reports that, “The response has been less enthusiastic than we had hoped. Less than 50% of the Squadrons and 10% of the membership have contributed to date.”

C/C Booth went on to detail the savings that would be made because of the new building – holding the training seminar in September in the new building rather than paying for room in a downtown hotel, three governing board meetings also to be held on site. “These four meetings will save us several hundred dollars a year,” he said. “Providing we do not have to go outside the organization, [our building] should



cost us less per month than we presently pay to maintain our rented quarters.”

Frustrated or not, C/C Booth concluded his report with a rallying cry that still resonates at the end of celebrations for the CPS-ECP 75th anniversary. “We have come a long way from the pre-war days when a few enthusiasts in Windsor started what is today a thriving organization,” he said, “but we still have a long way to go to teach the gospel of safe boating.”



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Yachting offers a special preview of the shows: the top new boats on the market this year, plus new gear and electronics. Watch for full reviews in our spring and summer issues of the boats featured in our show snapshots.

Enjoy our show preview—and your favourite boat show! ■

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www.torontoboatshow.com

Vancouver International Boat Show

January 22-26
Indoors at BC Place Stadium,
on the water at Granville Island
Maritime Market, Vancouver
www.vancouverboatshow.ca

Halifax International Boat Show

February 20-23
Exhibition Park, Halifax
www.masterpromotions.ca/Previous-Events/halifax-international-boat-show-2014/

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Beneteau Swift Trawler 50 IPS



↗ The innovative design of the bottom is specially conceived for the IPS drive system and enables a range of over 1000 miles at cruising speed and a fuel consumption of less than 30 litres per hour. ↓ You're aboard an authentic trawler, where every detail is designed to respond to a primary function: sailing long distances, in full safety and the utmost comfort.

By John Armstrong

HAD THE PLEASURE of running and reviewing the Swift 50 when I was in Annapolis last October; the boat was supplied by Beneteau America and was moored at Annapolis Yacht Sales.

The French-built Swift 50 encompasses a traditional trawler look but with her twin 435 hp Volvo Penta IPS 600's performs like a sedan bridge or a sport cruiser, topping out at 24.8 knots in calm seas. With the dynamic

stability there was very little roll in all the conditions we encountered. The boat has vertical pilothouse windows that give you a panoramic view from the helm. There is a joystick docking control at the lower helm as well as on the flybridge helm plus an optional third joystick in the aft cockpit.

The Swift 50 has well thought out accommodations which make it a very comfortable boat for onboard living. I will be writing a full review on this outstanding boat in a future issue, so once again stay tuned! ■



SPECIFICATIONS

Length Overall	49'2" / 14.99 m
Hull Length	43'9" / 13.33 m
Beam	15'3" / 4.65 m
Light displacement	35,264 lbs / 16,000 kg
Fuel Capacity.	2 x 317 gals / 2 x 1,200 L
Water Capacity	2 x 106 gals / 2 x 400 L
Max Engine Power (hp).	2 x 435 HP
	Volvo Penta IPS 600
Price:	US \$900,000

➤ Cruisers Yachts new 328 Bowrider combines the best of a massive bowrider with a large mid cabin suitable for overnighting by a couple in comfortable surroundings



Cruisers Yachts

328 Bow Rider

By Andy Adams

THE BRAND NEW CRUISERS YACHTS 328 BOW RIDER is one of a new breed of boats that is redefining our expectations. The emphasis is on living space, entertaining friends and family on board and on going places for the day. With twin Volvo Penta V8-380 horsepower new generation V-8 engines that include features like multipoint fuel injection and variable valve timing, this boat is powerful, fast and economical.

It's amazing to think that a spacious 33 footer can accelerate this quickly and hit top speeds in the 50 miles per hour range because this boat has a fully enclosed standing height head that includes a shower and a berth in the cabin to sleep two adults. Our test

boat was equipped with air-conditioning, a refrigerator, microwave, portable cooler and simply sensational seating and accommodations.

The bow rider area has chair height seating, removable table, audio system controls and loads of storage. There's a double width helm seat and companion seat so four can sit facing forward when you're blasting from A to B but when you reach your destination, these versatile armrest-equipped seats swivel around to face back into the cockpit. A highlight is that the aft bench seat can fold right out as a sun lounge that is more than 6 feet long yet, doesn't intrude into the cockpit foot area and has backrests that can face either forward or back for tanning, swimming or whatever you would like. So, it can go cruising if you want, but primarily the Cruisers Yachts 328 Bow Rider



➤ The helm is at once elegant and functional with carbon fiber paneling accented with brushed stainless steel and vinyl trim accents.

SPECIFICATIONS

Length Overall 32'11" / 9.98 m
 Beam 10'10" / 3.30 m
 Dry Weight including engines. 11,000 lbs / 4,990 kg
 Fuel Capacity. 154 gal / 583 l
 Max. Horsepower. Twin 380 HP
 Price: US \$251,195 (Cruisers base boat price)

See Cruisers Yachts at:
<http://cruisersyachts.com>

is big comfortable day boat and that seems to be what the high-end buyer is looking for today. ■

ANDY ADAMS

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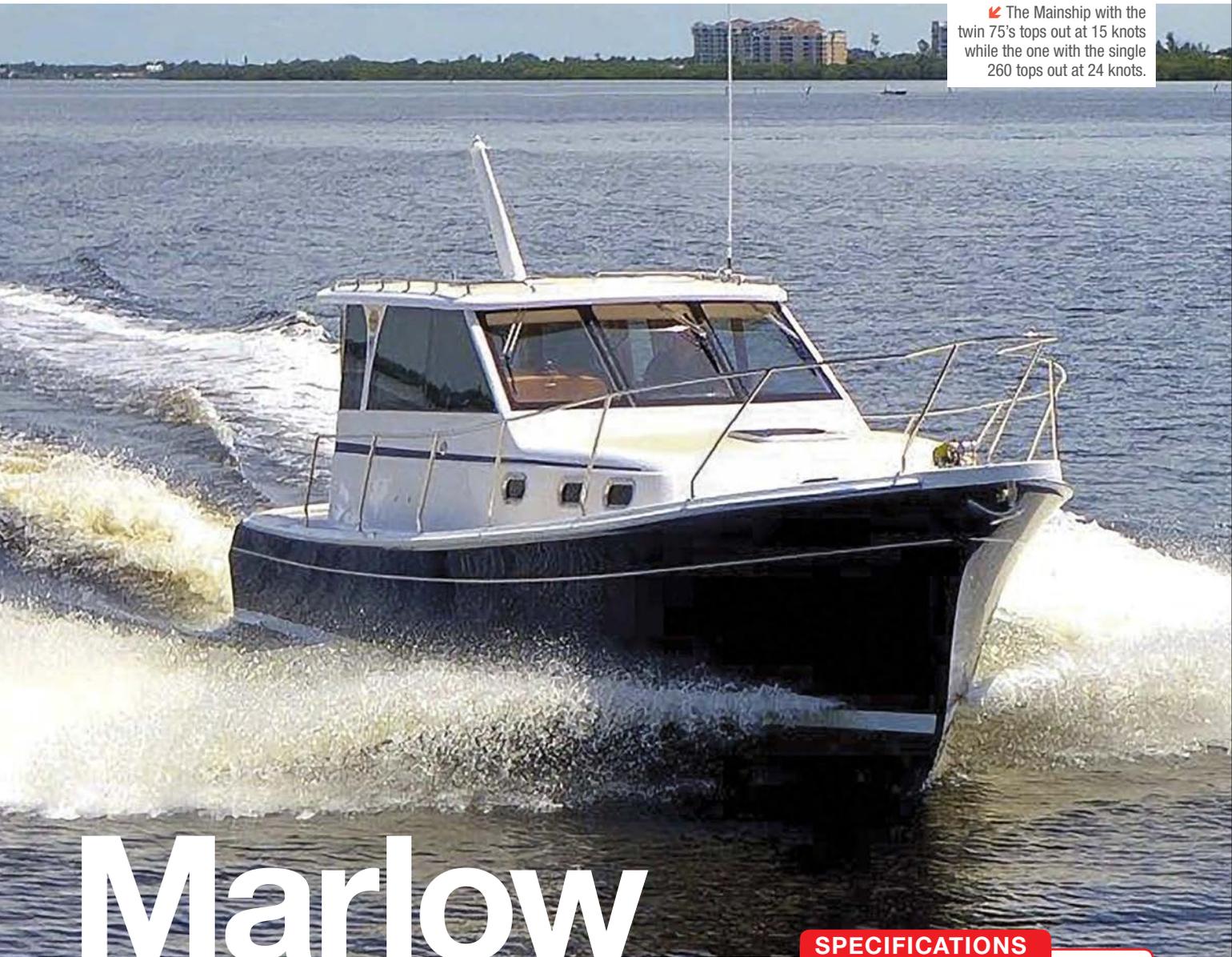
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🔥 The Mainship with the twin 75's tops out at 15 knots while the one with the single 260 tops out at 24 knots.



Marlow MAINSHIP 32

By John Armstrong

MARLOW MAINSHIP HAD 2, 32'S AT THE FORT LAUDERDALE BOAT SHOW, one powered with twin Yanmar 75's and the other 32 with a single Yanmar common rail 260. The vessel with the twin 75's tops out at 15 knots while the one with the single 260 tops out at 24 knots.

Both boats have the fit and finish you would expect from a David Marlow product, very well laid out with a lot of

practicality built into the design and the comfort a couple would be looking for if considering the "Great Loop" or just everyday cruising.

The 32 has an option with either the galley up or the standard placement in the lower salon/berth.

The design of the hull makes it a very stable platform for all aspects of weather one might encounter.

I will be scripting a full review of the 32 in an upcoming issue, so stay tuned!

Marlow Mainship has a new 37 that will debut this spring, which I certainly look forward to reviewing. ■

SPECIFICATIONS

Length Overall (LOA)	36' 8 1/2" 11.19 m
Length of Hull (LH) (Less Swim Platform)	32' 8" 9.96 m
Beam (Max)	10' 6" 3.25 m
Draft	2' 5" 0.74 m
Displacement	11,725 lbs. 5,318 kg
Clearance Height (Air Draft)	9' 4" 2.85 m
Headroom	6' 3" 1.91 m
Water Capacity	90 US gal 341 liter
Fuel Tank Capacity	196 US gal 742 liter
Holding Tank Capacity	30 US gal 114 liter
Water Heater	5 US gal 18.9 liter
Sleeping Capacity	Plan A - 3 Plan B - 4-5
Maximum Capacity	8 1,512 kg
POWER OPTIONS	
Std (Option 1) 220 hp Yanmar 6BY3 Shaft Drive 164 kw	
Std (Option 2) 75 hp x 2 Yanmar 4JH4-TE Sail Drive 56 kw x 2	
Upgrade 260 hp Yanmar 6BY3 Shaft Drive 194 kw	
Price	US \$192,676

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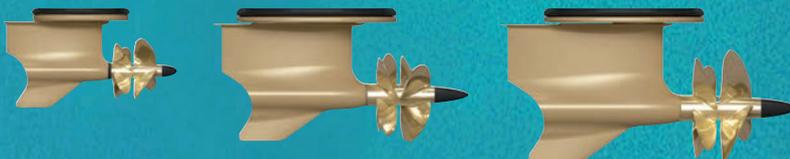
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* Compared with inboard shafts at cruising with planing hulls. Approximate figures.



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Bavaria 42 Vision

↳ Innovative design creates a fully functional, yet spacious, warm and luxurious interior.

By Robin Ball

THE EXPERTISE OF FARR YACHTS AND DESIGNS UNLIMITED HAVE BEEN BROUGHT TOGETHER TO CREATE THE BAVARIA 42 VISION.

Bavaria wanted a yacht for the owner cruiser. The 42 Vision incorporates simplicity, elegance, technology and attention to detail in its design.

Innovation in design can be found

in electric lifts for tables, the off-centre companionway for ease of access, the large starboard side storage room and cockpit lazarette. Space and light in the salon are achieved through extensive use of windows, port and hatches. Technological innovation comes in the auto tacking/gybing genoa winch system, and Bavaria's joystick docking control system.

Bavaria's attention in this new 42 Vision is to elegance, comfort and ease of handling. ■

SPECIFICATIONS

Length (LOA)	12.8 m / 42 ft.
Displacement	9.8 tonnes
Sail Area	82 sq.m / 926 sq.ft
Beam (width)	4.05m, 13 ft 3
Draft (depth)	.shoal keel, 1.62 m, 5 ft 4
Fuel Capacity	.210 L / 55 gallons
Water Capacity	.360 L / 96 gallons
Engine Make	Volvo-Penta
Configuration	Saildrive
Horse Power	38hp/ 55hp option
No. of Engines	1
Fuel Type	Diesel
Height of Mast Above Water	18.93m / 62 feet
Cabins	2
Heads	2
Price:	Bavaria Vision 42 base boat commissioned in Port Credit, ON \$270,000 Cdn

↪ The new hull and deck of the 37 follow the same design lines as the new Hunter 40 that was launched at the same show last year.



Marlow Hunter 37

By John Kerr

FROM THE FIRST GLANCE THE WIDE OPEN DECKS LARGE COCKPIT AND OVERALL LOOK AND FEEL OF THIS BOAT ARE PLEASING. It's well laid out and from the helm its great visibility and ease of moving forward on deck are well done.

The MH 37 is built in the US and the sibling of 66 different models that have gone before boasting the classic Hunter arch as well, perfect for a Bimini install. The layout allows an easy sail whether you are single handed or as a couple with controls,

jib sheets, and halyards are all conveniently accessed from the cockpit or helm position. Her larger main and smaller headsail combination coupled with a hard chine in the hull shape does not compromise performance from functionality resulting in a strong and stable rig and stability under power.

The added benefit is more interior volume boasting a large galley with larger than one would expect Corian countertops and wonderful storage. The main salon is wide and open and has a choice of cherry or teak interior, and the familiar convertible dinette. The spacious fore cabin has a queen size bed and en suite head with separate show stall. ■



↪ A galley almost identical in size to the Hunter 40, a forward facing nav station, an extremely large main salon area, and a very generous fore cabin arrangement.

SPECIFICATIONS

Length Overall	39'9"	12.12 m
Hull Length	37'6"	11.43 m
Waterline Length	35'8"	10.87 m
Beam	13'1"	3.99 m
Draft-Shoal	5'0"	1.52 m
Draft-Deep	6'6"	1.98 m
Displacement, Shoal	18,995 lbs	8,616 kg
Ballast - Shoal	5,727 lbs	2,598 kg
Ballast - Deep	5,125 lbs	2,325 kg
Mast Ht - Std from WL	59'2"	18.03 m
Mast Ht - Furl'g from WL	61'2"	18.64 m
Sail Area Furling	841 sqft	78 sqm
Berth Length	6'6"	
Headroom	6'6"	1.98 m
Fuel Capacity	.50 gal	189 L
Water Capacity	.80 gal	303 L
Holding Tank Capacity	.25 gal	95 L
Water Heater	.5 gal	19 L
Inboard Engine	29 hp	21.3 kw
CE Classification	A	
Price	US \$192,676	

MARLOW-HUNTER

Dufour 410 Grande Large

↳ Dufour's designers have clearly focused on optimizing each space according to its function, enhancing the cruising experience for everyone. From the mooring to the windward mark, graceful lines radiate elegance on every point of sail.



↑ The Grand'Large 410 is a pleasure that continuously reinvents itself. Everything is created to be reconfigured according to the time of day and desired setting.

By Robin Ball

CRUISING QUICKLY AND EASILY IN COMFORT AND STYLE. This new 2012 Umberto Felci design updates the 40 foot range of the Dufour line. Modern lines grace this yacht with a plumb bow, a hard chine running from the beam to the stern, flush hatches and wide decks to a very large cockpit, and a drop transom creating a swim platform. All running rigging leads to the cockpit allowing

this vessel to be easily operated by two people, or solo with autohelm.

Below deck a large salon is warm and comfortable. Windows, ports, and hatches make the entire interior bright and spacious. Seats and tables can be rearranged or raised to suit the needs of the moment. The layout of the galley is simple and sensible for storage and food prep. A tri-cabin layout allows for plenty of privacy and lots of berths. A family of 4 or 5 would be quite comfortable on this boat.

The long lines of this boat contribute not only to her style but also to

SPECIFICATIONS

Length overall	12.35 m
Length waterline	11.15 m
Hull length	11.98 m
Hull width	4.2 m
Displacement	8.940 kg
Draft	2.1 m
Mainsail surface	71 m ²
Water capacity	380 L
Fuel tank capacity	200 L
Engine	40 cv
Certification CE	Category A

Price

D410 base boat commissioned and ready to sail in Port Credit, ON: \$295,000 Cdn

her performance. The Dufour 410 is enjoyable to sail and relax upon. ■ ▶

☛ In order to target a range of different types of sailors, the Oceanis 38 offers three possibilities: Week-end, Daily and Cruiser version.

Beneteau Oceanis 38

By John Kerr

THE BENETEAU OCEANIS 38 CLAIMS MORE FLEXIBILITY THAN SEEN BEFORE ON THIS SIZE OF BOAT AND A NEW WAY OF LOOKING AT BELOW DECKS, GIVING THE BOAT AN AIRY LOFT RATHER THAN A TRADITIONAL CABIN ARRANGEMENT.

The new Oceanis 38 becomes a day sailer, a weekender or a cruiser aimed at being sailed single-handed, as a couple, with the family or with friends giving the owner the choice of layout. It's evident by the balanced rig and hull lines featuring a hard chined hull construction for the full length of the hull moderating angle of heel. This

boat will offer good performance driven by a balanced sail plan.

Throughout below decks there is a boldly modern feel: taupe textile linings, light-coloured wood and brown oak flooring, giving a light and harmoniously warm atmosphere, thanks to four large hull portholes.

On the Daysailer the view to the bow is completely clear, with large sofas and a deliberately minimalist galley. As a weekender—the Oceanis offers a choice between two layouts (two or three cabins to be fitted out) which the customer configures according to choice: open or closed cabins, separate shower cubicle, fitted galley, extra table inside/out, helm seats, etc., completely personalised, and bursting at the seams with numerous clever and



SPECIFICATIONS

Naval Architect	Finot-Conq Architectes
Interior Design	Nauta Design
Length Overall	11.50 m 37'9"
Waterline length	10.72 m 35'2"
Beam	3.99 m 13'1"
Air draught	16.55 m 54'4"
Short draught (option)	1.60 m 5'3"
Shallow ballast weight	2060 kg 4,540 lbs
Long draught (Standard)	2.05 m 6'9"
Deep ballast weight	1790 kg 3,945 lbs
Water capacity (max) 330 L 87 US Gal	
Puissance moteur 30 HP—Eligible for Dock&Go CE certification requested A8/B9/C10	
Price \$245,000–\$275,000	

entertaining ideas. And as a Cruiser you can have two or three fitted cabins, a large galley facing the saloon seating six people, and a shower room with separate shower. It's an original and more traditional layout. ■



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Photograph by Ferenc Máté



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NEW PRODUCTS

By CY Staff

THE SEABREACHER →↘↓

Another innovative technology for boating is the Seabreacher by Innespace Productions, a submersible watercraft that allows passengers to fly just below the surface of the water in a fully sealed panoramic cockpit, then launch up to 16 feet out of the water. The fully vectored jet nozzle helps with the ability to imitate a dolphin's movements.

Reaching speeds up to 55 mph on the surface, and up to 25 MPH underwater, these creative models are aptly named Dolphin J, Shark X, and Killer Whale Y. The Y model has a 260 HP Supercharged Rotax 4-tec engine using Premium Unleaded Fuel, control sticks to control

Diving and Rolling, and Finger Controls for throttle. Foot pedals control rear wings and steering. The instrument dash includes a speedometer, RPM, engine management instrument, voltage, and air pressure gauges. There's even



an on-board stereo system with an Ipod dock.

Standard features include front and rear LCD screens that display live video from the snorkel mounted camera. It's possible one day they could use the onboard cameras to capture some underwater footage of America's Cup raceboats. Austin Powers might say this is very groovy, baby.

By Alex Gadamer. ■

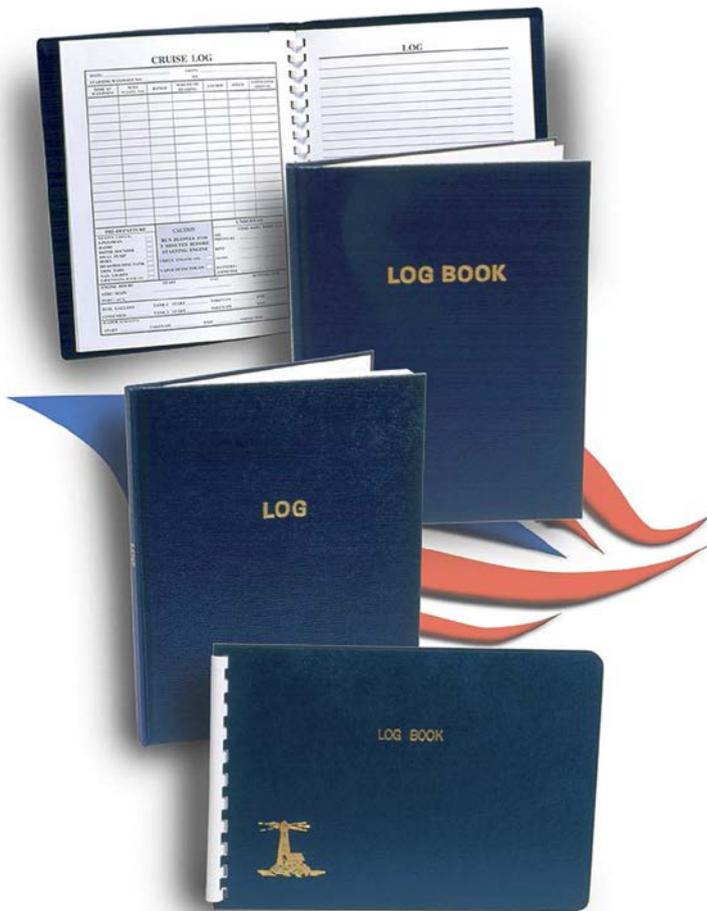


← WEBASTO DEBUTS BLUECOOL C-SERIES AIR CONDITIONERS AT IBEX

Webasto's Thermo & Comfort North America debuted its BlueCool C-Series Air Conditioners at IBEX 2013 in Louisville, Kentucky. The new BlueCool C-series consists of eight different air-conditioning systems with cooling capacities between 16,000 and 108,000 BTU/h. These systems are great for medium to large yachts.

The C-Series systems are up to 15% more efficient than previous generations due to new compressors and use of the R410a refrigerant. It also has a reduced overall weight of up to 10% and quieter operation by up to 25%. On top of that, they also provide up to a 29% smaller footprint than previous Webasto systems. New electronics with a PC diagnosis interface allows users to quickly make changes to settings and simplifies servicing.

www.webasto-marine.com. ■



← BERNARD ENGRAVING ACQUIRES MEMORY-MATE LOG BOOKS

Bernard Engraving Co has acquired the long-standing Beckson Marine line of Memory-Mate Log Books. With the addition of the Log Books and Manager Series of publications, Bernard continues to grow its line of boating products.

The company is also proud to announce the return of the most popular format of the log book, the MM303 22-ring, loose leaf with a two-page spread for each voyage or leg of voyage. Incredibly user-friendly, this format titles the left side of the book as Cruise and the right as Helmsman.

Designed as complete reference and maintenance logs for a vessel, Bernard's Manager Series Books contain pages of equipment checklists, medical and first aid information, and owner and vessel details. Customs, Coast Guard and official requirement tips and know-how are also included, as well as piloting tips and procedures, inventory lists and locations within the craft, float plans for filing and information for each operating system aboard, including engine, rigging, wiring and radio.

The log books offer laminated quick reference cards for use on board and ashore. These Power Boat and Sailboat Managers are incredibly helpful if someone has to suddenly captain a boat during an emergency, for charter boats and when it comes time to sell the vessel.

www.bereng.com. ■

STAINLESS STEEL CHAIN SUPPLIES → LOOKS AND PERFORMANCE

Proper mooring and anchoring demands tough, durable windlass chain. Titan AISI 316L Steel Chain, the newest product in the Canada Metal (Pacific) line of fine quality marine chain, proves that even the most functional of hardware can enhance a boat's good looks.

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Titan stainless steel chains come in 6 mm, 8 mm and 10 mm wire diameters and 35 m, 50 m and 100 m lengths. The Titan family of chain products includes premium strength anchor, windlass and mooring chain as well as rode and shackles. Canada Metal (Pacific) recently introduced Titan dock and fender lines.

www.canmet.com. ■



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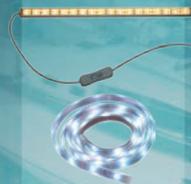
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The Overfill Alert System from Herrington Marine Technologies integrates with existing fuel tank sending units to alert the user when to halt the flow of fuel.

An indicator light and audible buzzer activate when the fuel level reaches 95% capacity, allowing for 5% expansion within the tank itself. Once activated, the system automatically resets within 10 seconds.

The Overfill Alert System is ignition-protected and compatible with SAE standard sending units. Its design ensures no electronic feedback with onboard systems and is voltage surge protected through 48V DC. The 12V unit complies with ABYC/NMMA standards, and its sealed, flame-retardant ABS enclosure bears a flame rating of UL94.

Stop fueling indicator light & audible buzzer activate once fuel level reaches 95% capacity; allowing for 5% expansion within fuel tank

- System automatically resets after 10 seconds for next refueling event after being activated
- Integrates with existing fuel tank sending units.



- Compatible with U.S. SAE standard marine fuel sending units i.e. Rochester, WEMA, Moeller & Prime Instruments, Teleflex etc.
 - 12 volt operation / ignition protected / voltage surge protected
 - Deck Plate with sunlight visible LED indicator light & audible alarm included.
 - Sealed, flame retardant ABS enclosure—Flame rating—UL94
 - Designed not to create any electronic feedback to onboard systems
 - ABYC / NMMA Compliant
- www.fuelspillprevention.com. ■

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DOLPHINITE SHOWCASES GELMATCH

The new Dolphinite GelMatch™ All-In-One Gelcoat Aerosol Can is an innovative product that solves the traditional challenges when repairing gelcoat. Most repairs are costly and time consuming, so mistakes in mixing and color matching can be very expensive. Dolphinite's GelMatch All-In-One Gelcoat Aerosol Can takes the guess out of these problems, providing an aerosol can that is pre-filled with a proprietary All-In-One Gelcoat and matched perfectly to original factory colours.

"This is a game changer for the marine industry on so many levels but more importantly the customer service level. We have developed this product because of the lack of Gelcoat Matching & Application Specialists, craftsmen that this industry needs desperately. My idea is to give every boat owner the opportunity to repair their boat like a professional. Everything is pre-mixed and color matched so you will not make any mistake. Matching and applying Gelcoat has been the hardest part of repairing gelcoat, until now," said Dolphinite President and CEO Adam Boulay.

The Dolphinite All-In-One Gelcoat Aerosol Can features a two-component can that houses the M.E.K.P. catalyst in an inner chamber, which is easily activated for fast use by simply breaking the inner seal at the bottom of the can—no mess, no mixing.

In the outer chamber, the can is pre-filled with Dolphinite's proprietary All-In-One gelcoat formula colour matched to original factory colors utilizing Dolphinite's GelMatch™ Gelcoat Color Matching System. This system allows users to enter year, make, model and length of a boat dating back to 1984.

Versatility and superior spray coverage is easily achieved with Dolphinite's innovative GelMatch™ Variator Nozzle. This nozzle gives the user the ability to adjust fan size and output by simply turning the red wheel to "MAX", "MED" or "MIN".

The nozzle can spray vertical or horizontal while controlling the fan pattern, much like a professional spray gun.

Dolphinite's GelMatch™ Variator Nozzle combined with its two internal chambers, ensures the right ratio is mixed every time. Professional results from an easy-to-use aerosol can.

For more information about the new Dolphinite GelMatch™ "All In One" Gelcoat Aerosol Can, the GelMatch™ Color Matching System and Dolphinite's "All-In-One" gelcoats, visit: www.dolphiniteproducts.com. ■





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NEW ELECTRONICS

RAYMARINE'S EVOLUTION™ AUTOPILOT TAKES INNOVATION AWARD AT IBEX SEPTEMBER 2013

Raymarine's Evolution™ autopilot received the IBEX Innovation Award for electronics at the International Boatbuilders Exhibition and Conference held in Louisville KY, USA. The Evolution™ autopilot, which was launched earlier this year, combines advanced aerospace guidance technology with Raymarine's marine autopilot expertise to deliver a new level of accurate autopilot control.

The Raymarine R and D teams were tasked to produce an autopilot with superior performance to anything available on the market, with no need of a set-up compass swing, minimal or no calibration, and without the need to be specifically adjusted for each boat. The result is a breakthrough in autopilot intelligence, performance and installation which has attracted the attention of boat manufacturers everywhere.

Raymarine's latest Evolution addition is the EV-100; a complete ready-to-fit system for hydraulic steered powerboats up to 16,500lbs/7500 Kg displacement. The all-in-one box EV-100 system consist of the EV-1 Sensor



core, ACU100 (actuator control unit), p70R control head, 0.5l hydraulic pump and cables.

View video at: <http://youtu.be/Xs5q4kTqWPU> (Canadian Yachting speaks with Raymarine about the Evolution). ■

BAD ELF GPS FOR LIGHTNING™ CONNECTOR

The Bad Elf GPS for Lightning™ Connector quickly acquires a satellite lock anywhere in the world—without cell tower assistance. No Internet connection or monthly subscription is required. The Bad Elf GPS for Lightning™ Connector (BE-GPS-1008) is an officially licensed by Apple plug-in dongle that instantly adds location support for iPhone 5, iPad Mini and iPod touch (5th generation).

The new Bad Elf GPS for Lightning Connector features a high performance, 66 channel WAAS enabled GPS that delivers latitude, longitude, altitude, speed, GPS track and time. The receiver is accurate to within 9 feet (2.5 meters) and performs up to 60,000 feet and up to 1000 MPH. The core GPS module contains support for the Russian GLONASS satellite constellation, allowing for simultaneous capture of position data from up to 33 GPS and GLONASS satellites for improved satellite coverage and position accuracy.

The Bad Elf GPS for Lightning Connector quickly acquires a satellite lock anywhere in the world—without cell tower assistance. Hot start is as little as

two seconds. No Internet connection or monthly subscription is required. The Bad Elf GPS for Lightning Connector delivers accurate position information to any app that obtains position data from Apple's Core. Visit: www.bad-elf.com ■



SPACE-SAVING AQUATIC AV 3" SPEAKER

The new 3-inch speaker from marine audio systems manufacturer Aquatic AV® needs just 56mm mounting depth, but will deliver the same crystal-clear sound as a speaker needing much more space on board. The fully waterproof, UV and salt-resistant speaker (model number AQ-SPK3.0-4S) is rated at 60 watts maximum power output (30 watts RMS) with a frequency response of 125Hz-20,000Hz. It is capable of stand-alone operation, delivering full range output, or can be used to complement larger speakers already installed in a boat stereo system.

www.aquaticav.com. ■



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Following up on Raymarine's award winning Dragonfly DownVision™ CHIRP sonar, the 2013 DAME award nominated CP100 now brings this technology to Raymarine multifunction displays. Coupled with the intuitive LightHouse user interface, the CP100 can network with a, c, e, and gS series multifunction displays (v7.35 LightHouse software or higher required).

The CP100 network sonar module brings CHIRP DownVision technology to Raymarine's multifunction displays. CP100's CHIRP DownVision delivers a photo like

view of the world beneath your boat, allowing you to image bottom structure with amazing detail and target fish simultaneously.

Unlike conventional imaging sonars that transmit a single frequency with each pulse, the CP100 uses CHIRP technology to transmit across a wide spectrum of sonar frequencies with each pulse—the result is much higher resolution, photo-like sonar images.

Dual Channel CHIRP sonar; view high resolution CHIRP DownVision structure imagery and target fish with CHIRP sonar simultaneously. Network the CP100 with Raymarine's latest generation multifunction displays. From the compact a Series to the flagship gS Series the CP100 brings underwater vision in resolutions up to 1280 x 800 pixels.

The CP100 network sonar module brings CHIRP DownVision technology to Raymarine's multifunction displays. CP100's CHIRP DownVision delivers a photo like view of the world beneath your boat, allowing you to image bottom structure with amazing detail and target fish simultaneously. Unlike conventional imaging sonars that transmit a single frequency with each pulse, the CP100 uses CHIRP technology to transmit across a wide spectrum of sonar frequencies with each pulse—the result is much higher resolution, photo-like sonar images. Visit: www.raymarine.com ■

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The DuraSafe Electronics Lock (E-LOCK®) recently received the North American Fishing Club (NAFC) Seal of Approval after over 100 NAFC members gave the unique lock a 98 percent approval rating in field testing.

The E-LOCK/Swivel Combo is available from marine and outdoor distributors and retailers across the US. New distributors and retailers include A.C. Kerman, Northern Wholesale Marine, Bass Pro Shops, Cabela's, Defender Industries, Tackle Warehouse, Bass & Gas and West Marine. It is now also distributed in Europe by IJsselsport and in Japan by Kisaka Marine. www.durasafelocks.com. ■



➔ SIMRAD NSO EVO2 SYSTEM



Perfectly suited to blue water powerboats and commercial vessels, the Simrad NSO evo2 features high-power processing, dual video output for individual display and control of touch and non-touch monitors, sonar, radar, charting and entertainment systems integration.

Key Features

Dual completely Independent Video Output: whether installed with two monitors side-by-side or a monitor and a tablet, boaters can display a chart on one and echo, radar or any panel required on the other Performance Module Integration with Broadband Radar,

WiFi-1, BSM-2 echo sounder and more.

The best choices of cartography; compatible cartography options include C-MAP MAX-N, Navionics Gold and Platinum, Insight, Lake Insight, Nautic Insight, Insight Genesis and other suppliers such as NV digital charts

- High-performance quad-core processor provides lightning fast performance
- Smaller and lighter design for

ease of installation

- Software features include optimization for widescreen monitors, a dedicated power cruising navigational panel, easy-to-use icons, easy-access widgets for activating integration of components such as SonicHub and Autopilots.

Visit: www.simrad.com ■

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VacuFlush. Left to right: 5000 Series Toilet, HTS-VG Holding Tank System, J Series Vacuum Generator, and 4900 Series Toilet with VFS Flush Switch

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Meet Hector Martinez, Port Credit Power and Sail Squadron, Mississauga

Hector has been a boater for over 15 years and cruises mostly the west end of Lake Ontario on his Ontario 32 sailboat, Intuition.

Hector decided to take CPS courses because he wanted to be as prepared as possible for this cruising lifestyle.

He now uses this experience to teach CPS courses.

CPS-ECP relies on people like Hector to pass on the knowledge gained through courses and experience. We help people with boats become "boaters".



At a boat show, indoors or afloat, shoppers can see and experience the huge range of options offered in today's boating marketplace.



WE ARE INTERESTED IN BUYING A BOAT BUT COMPLETELY NEW TO BOATING. How do we go about choosing the right boat for us when we start our search at the boat shows this year? What should we be looking for?

The benefit of the boat shows is that they allow buyers to explore all the options available to them. You get to look at sailboats and powerboats, small boats and big boats, and everything in between. Walk on powerboats, walk on sailboats, sit down in a small boat and stretch out on a bigger one while asking yourselves what would you like to use your boat for? Are you looking for a day cruiser or runabout, a weekender, a live-aboard, or would you like to travel further afield. Are there enough berths for your children, friends or family?

Whatever your interests, there will be a boat at the shows to meet your desires, lifestyle and dreams. Of course, they should consult a Certified Professional Yacht Broker (CPYB)—there are many and they will be happy to help you navigate through your questions so your experience on the water is one that lasts a lifetime.

*Lawrence Fronczek, CPYB
Owner, Specialty Yacht Sales
Vancouver BC*

Boat-Shopping at the Shows

IF YOU ARE NEW TO BOATING, HOW DO YOU START SEARCHING FOR THE RIGHT BOAT AT BOAT SHOWS? WE PUT THE QUESTION TO YACHT BROKERS EAST AND WEST.

Photos by Duart Snow

First, find a sales consultant who is knowledgeable, honest and wants to help you find the right boat. The salesperson is key and must ask questions to help you understand the advantages of certain styles, layouts and sizes of boats.

Here are some key points to consider when searching for the first boat:

Why are you looking to purchase a boat and what would you like to do with it? Personal or business? Family-entertainment: how many? ▶

Where are you planning on using the boat? This helps determine the size and possibly the style of boat that would best suit you. Consider where you will spend the majority of your time. Typically, it is the cockpit 90 percent of the time, as we day-boat, entertain and swim.

Budget versus size—which matters most? If you are comfortable you will enjoy the boat more. If you buy too small it will cost you to upgrade. Do your homework first and make sure the boat fits your family and requirements.

water or trailer it around? Do you plan day trips, overnights, extended cruising, commuting, fishing or watersports, or even a workboat? How many passengers on a typical trip: just two of you, or a crowd? Where do you plan to do your boating—open water, protected water, lakes or rivers?

New or used? Each has its pros and cons. If you choose new, you get the peace of mind that comes with warranties, and new systems and running gear. There will also be less upkeep on your new boat as well. But new boats

Over the years, I have developed a linear process to guide people to achieving the dream of boating. I like to sit them down for a half-hour or more to get the facts. I like to tell first-time buyers, with a bit of humour, that the first boat they buy I will tell them what to buy...and the second boat, they will tell me what to buy.

I then ask questions to guide me as to the best type of boat that will suit their needs. Are kids in the picture and if so, how old? How old are the buyers and are they active people?

Where are they going to boat? Will they be anchoring a lot or going from shore power outlet to shore power outlet? Will they use the galley a lot? Will they sleep on the boat a lot?

I place the budget at the top of the page. It is my practice not to mess with the budget. I get them to honestly tell me the budget. I allow for some negotiation room, then I stick to the budget.

At the Toronto Boat Show, Discover Boating offers a seminar for new boat buyers and I am part of the four-person panel. We will discuss our areas of expertise

and answer audience questions. On the panel will be Barry Goodyear (certified marine surveyor), Drew Robertson (insurance specialist), John Gullick (Canadian Power Squadron) discussing boating education, and myself discussing the business of searching and purchasing, and the ethics of the industry.

*Pat Sturgeon
Pat Sturgeon Yachts
Mississauga ON*

In some cases you may decide to spend a little more now rather than later. The cost difference between a 30 and a 35' boat year over year is not huge compared to the comfort it offers at the dock and out on the water.

*Kevin Marinelli, CPYB
Skyline Marina
Orillia ON*

Buying a boat is more than just the purchase of a new toy; the boating community is an amazing collection of people who share a passion for enjoying time on the water.

Take a moment to answer some basic questions. Are you a powerboater or a sailor? Do you want a large yacht or a small cruiser? Will you keep it in the

can be expensive and, like cars, boats can depreciate as much as 40 percent as soon as you leave the dealer. This means that most buyers choose used. Pre-owned boats are at historical low prices right now due to the recent recession, and there are great bargains to be had. If you are new to boating, it may be wise to dip your toe in the water, so to speak, with a used boat.

A good yacht broker will be able to guide you through the process from start to finish, including boat handling lessons after purchase.

What are you waiting for? Get out on the water and enjoy!

*Cormac O'Kiely and Andy Mosier
Thunderbird Yacht Sales
West Vancouver BC*

To say that boating opens up a whole new world is no exaggeration. But the process of getting on the water in your own boat can be daunting. For a new boater, the process takes research, planning and education. However, it can



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For the new boater, a dockside show offers a little taste of life afloat.

and should be an enjoyable experience.

Every potential boat owner brings a unique package of experiences, skills and requirements. Before selecting their ideal boat, there are a host of questions that need answers. The prospective owner has to evaluate not just the features that they consider important, but a host of other factors, besides budget.

What led to the decision to own a boat? What are their short and long-term plans? What sort of boating experience do they have? Is this a one-person adventure, a couple's or a family's? How old are the kids or grandkids? How long do you anticipate owning this boat? Some questions are easily answered, and others have answers that will change over time.

Check out different boats, talk to dealers and compare the elements that are of most importance to you and how you will use your boat. If budgetary or other considerations are guiding you to a pre-owned boat, then I believe that

the most important step in the process is selecting a yacht broker that you feel you can work with and who will have your best interests at heart. That may sound a little self-serving, but venturing out to deal with all of the factors in the purchase process for a used boat is something that is better done with an experienced, trustworthy person in your corner.

Done right, this can be a fun and rewarding experience that will result in years of enjoyment, relaxation and satisfaction.

*Perry Woodman
Swans Yacht Sales
Pickering ON*

Looking for answers to your questions about boats, gear, maintenance, troubleshooting or anything to do with boating? Send your questions to us—we'll put them to industry experts and publish their answers in the magazine and on our website at canadianyachting.ca. Send questions to duartsnow@kerrwil.com. ■

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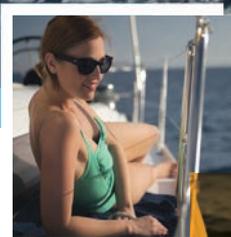
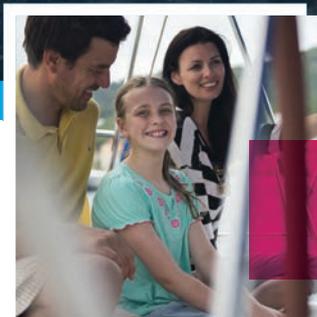
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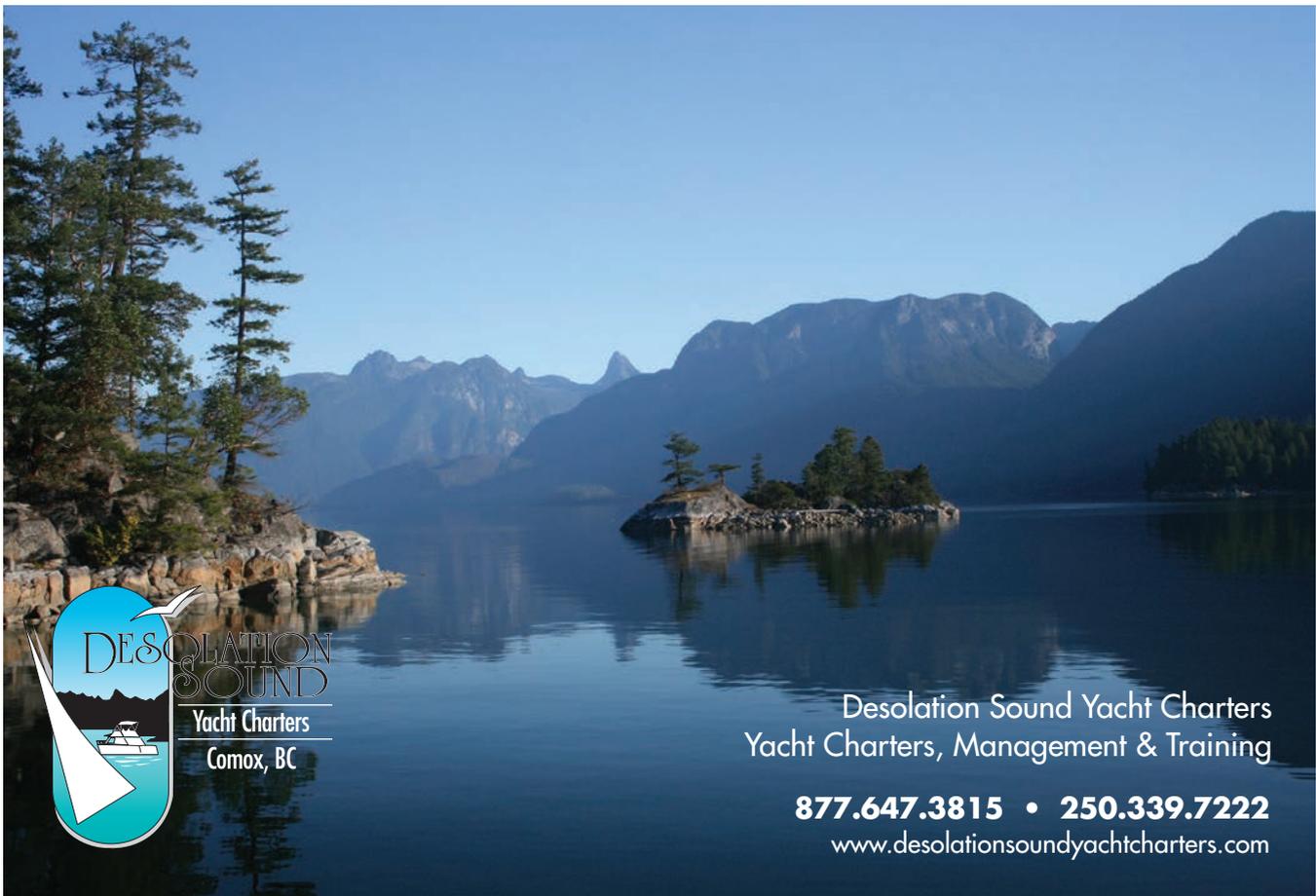
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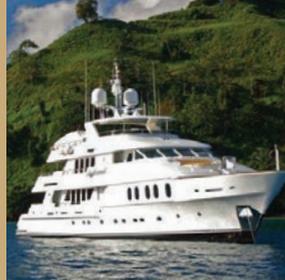
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250 hp Cummins Diesel
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1946 - Classic Cruiser
2 x 200 hp Detroit 6-71 Diesels
49'10" x 14'0"
Reduced to \$49,500(USD)
Stock# PW3487



Nordic Sun
1978 - North Sea Trawler
2 x 120 hp Ford Lehman Diesels
39'0" x 13'6"
Reduced to \$74,750(USD)
Stock# PF4183



Destiny III
2004 - Nordic Tug Flybridge
330 hp Cummins 6BTA Diesel
37'0" x 12'11"
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Stock# PF3579



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1998 - Lamotte Pilothouse
Volvo Diesel
38'0" x 14'6"
Reduced to \$99,000(CAD)
Stock# PF4044



No Patients
2001 - Sundancer 310
2 x 310 hp 7.4 litre Mercruiser Gas
31'0" x 11'2"
Reduced to \$55,000(CAD)
Stock# PF4206



Saladan
1982 - Sedan Trawler
126 hp Volvo TMD40A Diesel
31'0" x 11'6"
\$49,000(CAD)
Stock# PF4071



Oracle I
1975 - Offshore Ready Ketch
50 hp Perkins 4-108 Diesel
40'0" x 12'0"
Reduced to \$58,000(CAD)
Stock# SC4015



Hemisphere Dancer
1987 - Steel Cruiser / Live-aboard
2 x 210 hp CAT 3208 Diesels
71'0" x 14'4"
Reduced to \$149,000(CAD)
Stock# PS3825



Dixsea I
1973 - Tollycraft Tri-Cabin
2 x 330 hp Chrysler 440 CID Gas
40'2" x 13'4"
Reduced to \$44,900(CAD)
Stock# PF4094



Malaspina Express
1991 - Custom Aluminum Cruiser
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62'6" x 18'0"
\$399,000(CAD)
Stock# PA4047



Dreammaker I
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2 x 375 hp CAT 3208 Diesels
48'0" x 14'6"
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Stock# PF3809



Tillicum
1974 - Tollycraft Tri-Cabin
2 x 270 hp Star Power Diesels
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Stock# PF3795



Mia Maria
1988 - Maiora 57
2 x Detroit 8-92 Diesels
57'4" x 17'6"
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Annie Smith
2006 - Pro-Line Express
2 x 225 hp Honda Outboards
32'0" x 10'10"
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2010 - Custom Trawler
2 x John Deere 6 cyl. 12.5 litre Diesels
60'6" x 17'0"
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Northwind
1930 - Classic Steel Yacht
2 x 360 hp Paxman-Ricardo V12 Diesels
130'0" x 22'0"
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2005 - Coastal Craft Aluminum
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Stock# PA4236



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2004 - Radford Aluminum Pilothouse
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Stock# SA4092



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40 Formula PC 2006. Twin Yanmar diesels, generator, Raymarine electronics, tender, Sea Wise Davit. Economical cruise and very low hours. **\$249,000.**



39 Bayliner 3988 Command Bridge Motoryacht 2000. Cummins power, 2 stateroom / 2 head layout. Large salon windows. Equipped w/aft deck hardtop. Full canvas enclosures. Diesel furnace. Tons of deck space. **\$139,000.**



1976 Trojan 34. Twin 57 MerCruisers with 500 hours, Furuno NavNet electronics, Raymarine Autopilot, Satellite TV, complete update 2003.



35 Tiara Open 2002. Gorgeous vessel equipped with Cat diesel power, Furuno electronics, Tiara hardtop, Sea Wise Davit, & much more. Economical cruise, long range. Sleeps 5.



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Tanzer 31	1986	\$34,900	Mirage 35	1986	\$44,900
Bayfield 32	1980	\$29,000	Niagara 35	1979	\$54,800
C&C 32	1982	\$38,900	O'Day 35	1988	\$29,900
Ontario 32	1977	\$29,000	CS 36 Merlin	2 FROM	\$69,900
Union 32	1986	\$37,500	CS 36 Traditional	4 FROM	\$54,900
Westerly Pentland 32	1978	\$25,000	O'Day 37	1982	\$33,900
C&C 33	1976	\$28,900	Starflight 38 (by Jim Taylor)	1988	\$59,900
C&C 33 MKII	1985	\$29,900	Beneteau First Class 12	1987	\$49,500
CS 33	3 FROM	\$34,500	Hughes 40 CC	1981	\$75,000
J 100	2006	\$85,000	Hughes Aura 40	1984	\$119,900
Mirage 33	1981	\$32,900	Hunter Legend 40	1989	\$79,000
C&C 34	3 FROM	\$31,900	Tripp Custom Ketch 40	1989	\$99,900
J 34	1985	\$29,500	C&C 41	2 FROM	\$55,000
Hunter Legend 35	1992	\$49,900	Yankee Clipper 41	1977	\$119,900
Bianca 35	1989	\$64,900	Beneteau Oceanis 440	1991	\$99,000
C&C 35 MKIII	1988	\$59,900	Reliance 44	2 FROM	\$49,900
Express 35	1987	\$39,900	Beneteau Oceanis 461	2000	\$199,000

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56' Harry Gamble Tug 1946	\$59,900
44' Sea Ray 440 Express Bridge 1995	\$105,000
42' Duguay Trawler 1990	\$69,000
41' Monterey 400 Sport Yacht 2009	\$329,000
41' Formula 41 PC 2000	\$155,000
41' Holiday Mansion Mediterranean Barracuda 1988	\$29,900
39' Silverton 39 MY 2002	\$199,900
37' Sea Ray 370 Sundancer 1993	\$39,900
37' Sea Ray 350 Express Cruiser 1990	\$44,900
36' Four Winns 365 Express 1991	\$54,900
35' Ocean Fisher OF35 2006	\$149,000
34' Sea Ray 340 Sundancer 2001	\$89,900
33' Baldwin Boatworks Baldwin 33 2003	\$69,500
32' Carver 3207 Alt Cabin 1990	\$29,900
32' Marinette 32 Sedan Flybridge 1990	\$19,900
31' Prowler 315 Sedan 1990	\$49,900
30' Wellcraft Martinique 3000 1999	\$44,900

30' Bayliner 3058 Ciera Command Bridge 1991	\$24,900
30' Hans Dehmel Tug Style Trawler 1970	\$64,900
28' Formula 280 Bowrider 2000	\$34,500
28' Cadorette Holiday 280 1990	\$19,900
28' Rosborough Trawler 1986	\$49,900
28' Bertram 28 Hardtop 1976	\$29,900
27' Sea Ray Sundancer 270 1983	\$9,900
26' Doral Citation 1989	\$9,900
26' Thompson Daytona 260 1988	\$6,900
25' Carver Montego 2557 1989	\$14,900
25' Bertram 25' Cuddy Cabin 1966	\$31,500
24' Four Winns 245 Sundowner 1996	\$17,900
21' Ranger Tugs R21-EC 2008	\$49,000
21' Zodiac Pro 650 2008	\$49,900
SELECT SAIL	
40' C&C 37R Custom 1989	\$79,900
36' Beneteau 361 2001	\$99,900
36' CS 36 Traditional 1982	\$54,900

36' C&C 36 1981	\$39,900
36' Hunter 35.5 1993	USD \$40,000
35' C&C 35MKII 1974	\$34,900
34' Aloha 34 1980	\$25,500
34' C&C 34 1979	\$32,900
33' Tartan 10 1979	\$17,500
33' C&C 33' 3/4 Ton 1974	\$ 19,900
30' Kirby Sloop 1981	\$9,900
29' Bayliner US29 1979	\$16,900
28' Sirius 28 1987	\$29,000
28' Grampian 28 1977	\$9,900
27' Canadian Sailcraft CS27 1977	\$11,400
26' Macgregor 26S Classic 1991	\$13,900
25' Catalina Tall Rig 1982	\$7,900
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44 Sea Ray 440 Express Bridge	1998	159,000
40 Silverton Convertible	1988	49,500
40 Sea Ray 400 Sundancer	2000	164,500
39 Bayliner 3988 Motor Yacht	1995	114,900
38 Pearson 38 True North	2006 US	289,000
38 Carver 380 Santiago	1994	75,900
37 Silverton 37 Convertible	1990	47,000
37 Mariner 37 Pilothouse	2011 US	324,000
36 Trojan 36 Tri Cabin	1986	34,000
36 Marine Trader 36 Aft Cabin	1990	84,900
36 Four Winns 365 EX	1991	49,000
36 Carver 36 Aft Cabin	1984	39,900
35 Carver 350 Mariner	1997	89,900
35 Cruisers 3570 Esprit	1995	69,000
35 Albin 35 Hardtop TE	2004	169,000
34 Sea Ray 340 Sedan Bridge	1987	29,500

34 Sea Ray 340 Sundancer	2000	74,900
31 Sea Ray 310 Sundancer	2000	74,500
30 Doral Prestancia	1989	19,500
30 Kettle Creek Trawler	1989	34,000
28 Cruisers 280 CXi	2004	53,900
28 Sea Ray 280 Sundancer	1989	22,500
26 Regal 2665 Commodore	2003	44,900
26 Monterey 264 FSC	2012	59,500
26 Back Cove 26 Hardtop	2006	98,000
25 Bertram 25 Hardtop	1972	25,000

SAIL

36 CS36 Traditional	1981	45,000
36 CS36 Traditional Shoal Draft	1984	57,900
36 CS36 Merlin Shoal Draft	1990	59,500
36 Nighthawk 36	1982	79,900
26 Nonsuch 26 Classic	1984	29,900



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44 SWAN 44 MKII	2001	459,900
43 HANS CHRISTIAN 43	1978	99,900
40 BENEATEAU First 40.7	(three from)	129,900
40 JEANNEAU Deck Salon	2003	159,900
40 SABRE 402	2000	224,900
38 HUNTER 38 2005		139,900
37 TRIPP 37	1987	39,900
36 BENEATEAU First 36.7	(three)	94,900
36 CATALINA 36	1983	38,900
36 FREEDOM 36	1987	69,900
36 HUNTER 36	(two from)	118,900
36 PEARSON 365 Ketch	1978	29,900
35 1D35 Turbo	1998 w.Trailer	89,900
34 BENEATEAU 343	2009	119,900
34 BENEATEAU First 10R	2006	114,900
34 C&C 34	1978	24,900
34 CONTOUR 34SC	1997	69,900
34 HUNTER 340	(two from)	59,900
34 PEARSON 34-2	1989	52,900
33 HUNTER 33-2	2008	95,750
33 J/100	2006	99,900
31 HUNTER 31	2008 (two)	69,900
30 HUNTER 30-2	1989	28,900
29 C&C 29-2	(three from)	13,900
29 TANZER 29	1989	13,900
27 C&C 27-5 Diesel	1985	14,900
27 CATALINA 270	1994	25,900

POWER BOATS

48 JEFFERSON Monticello 48	1988	139,900
45 WELLCRAFT 45 Excalibur	1998	89,900
40 MAINSHIP 40 Sedan Bridge	1993	68,000
39 SEA RAY 390 Express	1987	59,900
38 BAYLINER 3888 Motoryacht	1989	79,900
38 SEA RAY 38 Sundancer	2006	189,900
36 MAINSHIP 36 Nantucket DC	1988	59,900
35 SILVERTON 352 Motoryacht	2000	89,900
35 TIARA 3500	1995	99,900
34 SILVERTON 34 Convertible		34,900
33 TROJAN 10 Meter Sedan Bridge	1983	32,900
32 DONZI Z 32	(two from)	64,900
32 SEA RAY 32 Sundancer	2007	136,900
30 CRUISERS 3075 Rogue	1998	34,900
30 SEA RAY 300 Sundancer	1988	21,995
30 SEA RAY 300 DA Sundancer	2006	79,900
29 PROLINE 2950	1999	39,900
29 SEA RAY 290 Sundancer		39,900
28 CARVER 28 Mariner	1989	17,000
27 SEA RAY 270 DA Sundancer	1996	28,900
26 SEA RAY 260 Sundancer	2006	54,500
25 BOSTON WHALER 255 Conquest	2003	49,900
25 ROBALO 2520 w/trailer	1996	24,900
24 SEA RAY 240 Sundancer	2007	37,000
24 TROPHY 2352 w/Trailer	1995	13,995
22 SEA RAY 220 Sundance	2006	38,995
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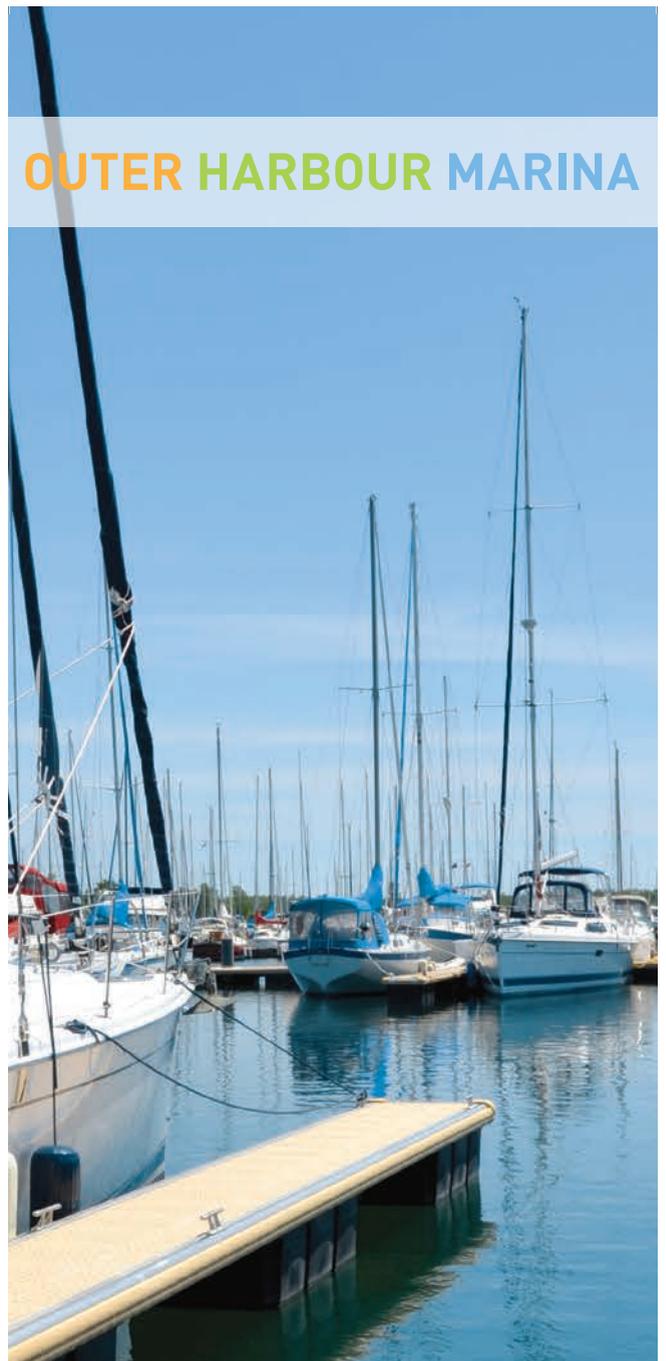
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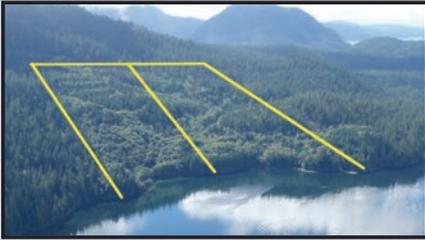
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Desolation Sound: Premier southern BC Coast destination! 2 adjoining **50 acre** forested properties in **Homfray Channel**, adjacent to **Marine Park**. **2000ft** combined oceanfront. Moorage potential. No specific zoning, spectacular location. **\$497,500ea**



Robertson Island, Haida Gwaii: Ideal year-round or vacation home. **5.52 oceanfront acres**. Shore frontage on both south and north sides of **Robertson Island**. **1900sqft** home with full services and bright, open living spaces, **600sqft** shop. **\$385,000**



Quatsino Sound, Bergh Cove: North-west **Vancouver Island**. Prime fishing region! Boutique lodge or private retreat. **6 bdrm oceanfront home** with significant private **deep water moorage**, **400sqft** guest cottage, well, electricity, telephone and internet. **\$498,500**



West Coast Vancouver Island, Barkley Sound: Great value! Three **10 acre oceanfront** properties with **275ft - 555ft** of easy access beach front. Roughed in internal access trails. Water access only. Close to Broken Island Marine Park. **\$76,000 - \$94,000**



Chatham Channel Acreages: Close to **Knight Inlet** and **Broughton Archipelago!** **Oceanfront wilderness acreages**, southern exposure, shared dock and loading facilities, internal roads, cleared building sites, great views. Water access. **\$75,000 - \$140,000**



Schloss Island, Quatsino Sound: Spectacular **82-acre** forested private island. **NW Vancouver Island** coastal location in **Koprino Harbour**. Subdividable to **10 acres**. Beautiful beaches, well-protected, natural springs. 1km from road and boat launch. **\$987,000**



Kyuquot Sound, Walters Cove: Great fishing and outdoor recreation from this west coast **Vancouver Island** water-access community. Government dock.
*2 dwellings, foreshore license, dock **\$250,000**
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Coulter Island, Coulter Bay: **44 acre** island in the **Discovery Islands**. **7.8 exclusive oceanfront acres**, $\frac{1}{4}$ shared interest, 12 acres common property. Netloft conversion main residence, modern, functional, wheelchair accessible. Private moorage. **\$425,000**



South Central BC Coast Oceanfront Acreage: Beautiful wilderness region. **160 acres** in **Bessborough Bay**, north of **Hardwicke Island**. Approx. **1200ft** tidal oceanfront, southern exposure, substantial creek runs through property. Water access only. **\$265,000**



Tliell Acreage, Graham Island: Haida Gwaii. Truly a unique property, lots of options! **46acres**, approx. **2400ft** of oceanfront and **3000ft** of riverfront on the **Tliell River**. Electrical service, phone service, drilled well. Modest cottage, workshop. **\$850,000**



Rupert Inlet Oceanfront Acreage: N **Vancouver Island**. **60.9 forested acres**, forest service road access, ocean and estuary frontage, naturally divided into 3 sections. Includes recreation area known as **Camp Henderson** and also **Waukwaas Creek Estuary**. **\$450,000**



Sechelt, BC Sunshine Coast: Affordable and convenient oceanfront, with amenities! **61.45 acres**, **220ft** south-facing frontage. Shared deep water private moorage, electricity and phone service, drilled well, prepared building site. Water access. **\$199,000**

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Rupert Inlet, Kenny Point: \$460,000

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- approx. 10,000 cubic metres of mature timber



Rupert Inlet, Section 16: \$450,000

- 60.9 acres
- 3 separate acreages within the Waukwaas Creek estuary



Quatsino Sound, Sec 26: \$249,999

- 38 acres
- 426.7m / 1400ft low-bank oceanfront
- Estimated 9,000 cubic metres of mature timber



Quatsino Sound, Sec 10: \$222,999

- 105 acres
- approx. 487.8m/1600ft of the Kloochoimmis River
- 701m / 2300ft of estuary and oceanfront



Alice Lake, DL202: \$1,450,000

- 220 acres
- Approximately 1219m / 4000ft of shoreline on Alice Lake
- 17 lakefront titles ranging in size from 4 to 6.67 hectares



Muchalat Channel: \$415,000

- 478 acres
- Encompasses Kleeptee Creek
- Substantial estuary and ocean frontage on Muchalat inlet

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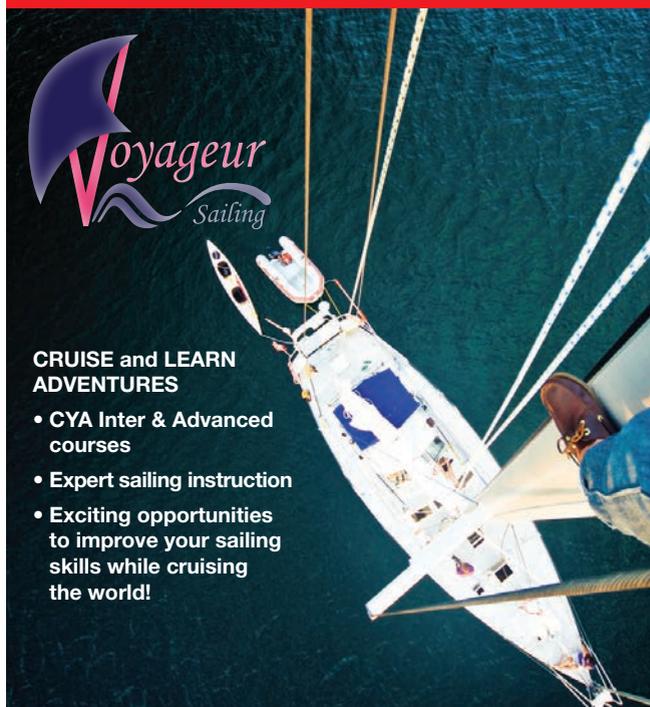


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→ Wendy ignored the female stereotype often assigned in the sailing world to win championships and respect, as she sailed for the love of the sport.



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By John Morris

Wendy Loat discovered sailing via her ski club and went on to crew for her then boyfriend in the 1981 Thunderbird Worlds. When I first met Wendy, she was helping that bf—a knowledgeable instructor and fleet coach—to demonstrate how flat sail cloth could be formed into curves at a racing clinic (we'll skip the fine details, if you don't mind.)

A year or two later, Wendy was without the boyfriend but was not going to be denied the enjoyment of sailing. To the surprise of many, she purchased her own Thunderbird with a female pal who soon bailed leaving Wendy as owner, skipper and tactician. One of the reasons she acquired the boat inexpensively was its name at the time—Merry Melodies. It didn't take too many 'wascally wabbit' comments to get her to re-name the boat Looney Tunes. A cartoon logo, a splash of yellow spar and purple trim added the decorator touch.

There were not a lot of female skippers around in those days. In 1980—the boycotted Russian Olympics—there were 83 boats in six classes and zero females. At LA in '84 the participant boats skyrocketed to 152 and ...wait for it...two females participated. Sailing was male.

Wendy was either oblivious or stubborn but she didn't slow at all. At

her first protest hearing she was met with very clearly sexist derision—"what does she know?"—but that only strengthened her resolve. Wendy went on to win the T-Bird Fleet and District Championships several times, the LORC (Lake Ontario Racing Council—the GTA multi club federation) season in 1987, '89, '92 and five more times including last year.

Through it all she has been pretty low key about the feminist thing. "I didn't set out to prove that women can sail," she admits. "I just like to win." And win she did—trophies in Youngstown Level Regattas and in many club and area regattas. Looney placed third in the 2001 Thunderbird Worlds and second in the 1995 Thunderbird Internationals. She races Lasers on most Wednesdays and won the club Laser trophy in 2009.

Wendy and her husband, Nick turned out to be a match made in both heaven and the boatyard! (Note of personal pride: they met on my boat) Nick's also a hard ass sailor and beyond his extensive foredeck abilities he knows and loves boat maintenance. 'Boy with tool kit meets girl with aging wooden boat'—now there's a love story. Nick's presence also slowed the volume of amorous advances from variously motivated dudes who assumed that Wendy sailed Looney Tunes to find a man.

Beyond participation, Wendy got involved in club life served as chair of the ABYC Sailing Committee for

a dozen years. That was particularly ironic considering that only a couple of years earlier females were expected to join the happy Slipknots group, responsible for after race picnics. Today, female sailors are very much integrated into all aspects but not that very long ago Wendy was a rose among thorns.

Beyond her club, Wendy was three-time president of the International Thunderbird Class; she became the chair of LORC and has held that post for years. Wendy had always claimed to know the rules and proved it in 2008 by becoming a National Sailing Judge, then a Gold Level Judge in 2011 (Author's sour grapes note: I still think I was in the right on that mark rounding in 1992.) In 2009 she was named Chair, Ontario Sailing Judges' Committee.

Today, of the ten Olympic sailing classes, four are for women. Women crew on all sorts of boats both in family and freelance scenarios. Diane Reid, also a TBirder at the same club is crossing the Atlantic solo and there are many others.

This was never really an exercise in feminist rights. Wendy wanted to own a boat, promote her class, and keep the boat she loves on the water. She's done all that and by doing that made a statement. Looking through her photo album for a shot to illustrate this column, photo after photo show Wendy sitting on various boats, beer in hand. You'd think she was one of the boys. But she isn't! ■

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