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- Odin Imexus 28
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Guadeloupe's French Charm

A Jungle Cruise Down the Rivière Salée

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Horse Feathers!

AFTER HIS OBITUARY was mistakenly published, Mark Twain sent a cable from London stating, "The reports of my death are greatly exaggerated." For those of us in the boating industry that have heard all the rumblings of doom and gloom of our beloved boating lifestyle resulting from the current economic slow down, I can only paraphrase the musings of Mr. Twain by saying, "horse feathers".

The buffet on Canada Day at the Port Credit Yacht Club was a constant line-up; Sail Past was busier than many old timers could remember for the past three or four years; after that it gets a little blurry. Regatta participation is up. The BlackBerry Lake Ontario 300 Race is expecting a record turnout.

So much for the demise of boating!

Last Saturday, as I was returning to Bay Port Marina on Georgian Bay around mid-day, I felt like I was trying to go 'up' the 'down' department store's escalator on the last shopping day before Christmas. Boats of every shape and size were heading out to find their secret spot. You know, boaters like you and I could just have fun being boaters and doing what it is us boaters do.

Our sister publication, *Boating Industry Canada*, recently did a cross-Canada survey of marina owners, boat dealers, and chandleries asking: 1) How's business?; and 2) What's keeping you up at night? The overwhelming response was that business was good and if we could only do something about the rain, it would be great.

So why is Canada being "painted with same brush" as the US? There is a shortage of new boats as manufacturers (mostly US) have slowed down production or have shuttered their factories. However, we know that the number of boats sold year-to-date here are about the same as in 2007 – considered by most industry leaders as a good year. So, 2009 new boat sales are down (vs. 2008) and used boats sales are up, but still people are buying boats and from my view, boats are leaving the docks in large numbers.

Bring on the sunscreen or try on those water-skis! So what if my last big boat purchase was a flat screen or a downrigger; any time on a boat is a great and special time!

Don't forget to take your copy of *Canadian Yachting* with you! This issue features Quadra Island in BC and Guadeloupe in the Caribbean. Boat reviews include the Regal 3360, the Delphia 33 and the Imexus 28. There's also a great story about the restoration of a Bertram 28! Learn about weather, paper charts and the evolution of GPS technology...again! Read about the Cariaccou Regatta that takes place every August in Grenada and how to spend an adventure-packed, gastronomical journey in Old Montreal! And finally, take John Morris up on his challenge. Send in your favourite ad...make sure it has a yacht in it!

While writing this piece, I received an-email from Wendy Evelyn saying that her husband Geoff had passed away very suddenly. I have raced with and against Geoff many times over many years. Geoff was a good sailor, a tough competitor, a volunteer, a husband, a father, a grandfather and a leader in our sport – rising to President of the International J24 Class Association. Many people south of the border tell me that our boating season in Canada is so short. I always respond by saying, "it may be short, but it's intense". "There is no such thing as a marginal day. It's not raining that hard. Let's get on the boat and get going". Geoff always did. ↵

CANADIAN YACHTING

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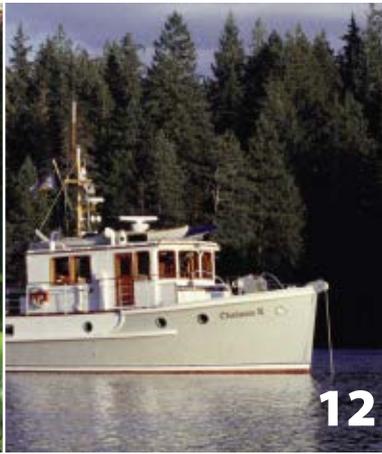
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This Just In!

Ian Bruce receives Order of Canada. Go to www.cymagazine.ca for full story.

COVER SHOT: Yacht-Club Montreal, located on the eastern end of the Old Port. Overlooking the harbour is Notre-Dame-de-Bon-Secours Chapel known as "The Sailor's Church". Atop its dome is the "Our Lady of the Harbour" statue (made famous by poet-songwriter Leonard Cohen).



PHOTO CREDIT: Katie Nicoll

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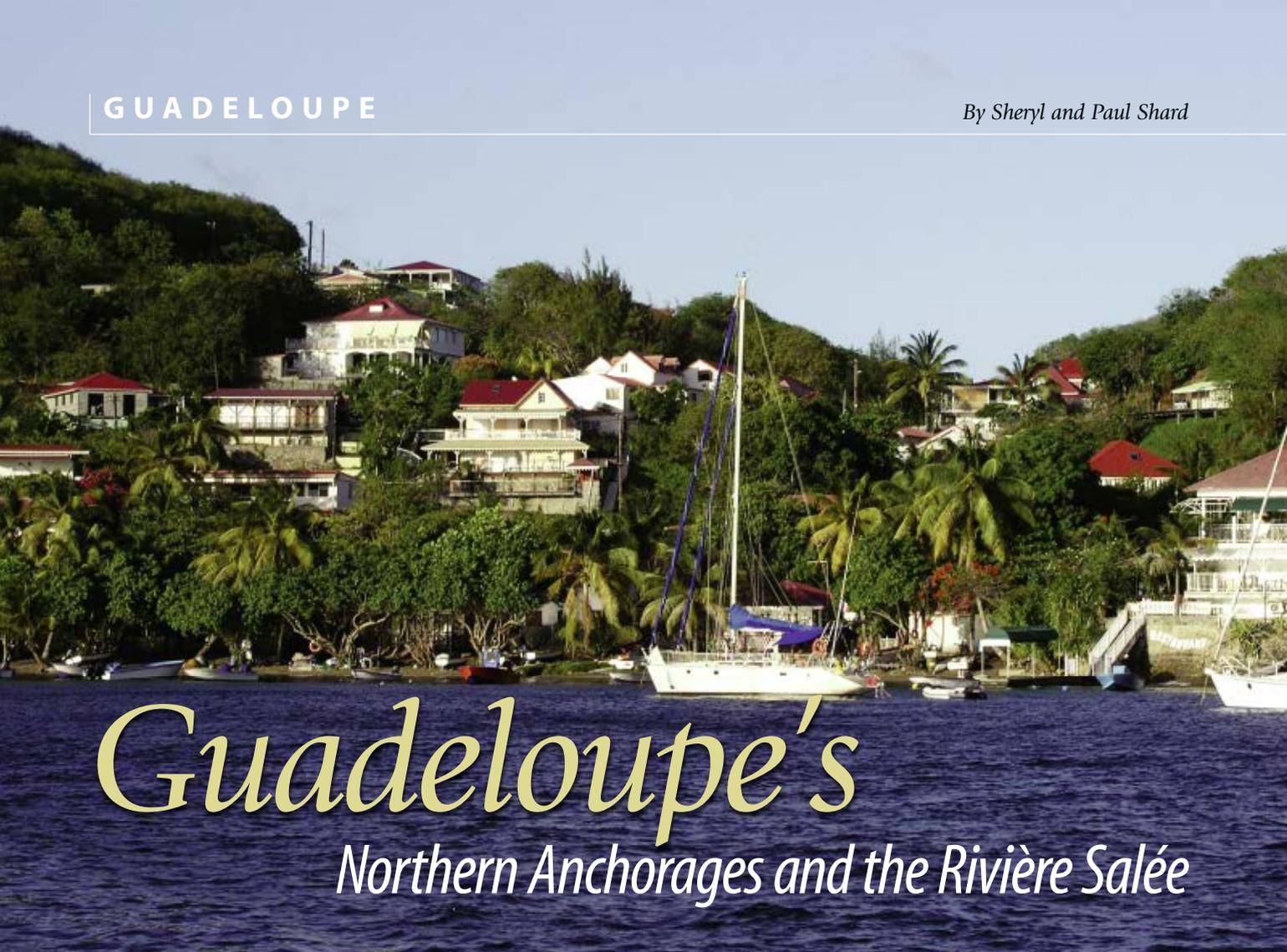


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Guadeloupe's

Northern Anchorages and the Rivière Salée

International cruising sailors Paul and Sheryl Shard continue their voyage to the less-visited islands of the Caribbean.

You wouldn't exactly say that the French island of Guadeloupe in the Caribbean is "off the beaten path". With a population of 406,000 and an area of 1,780 sq. km., it's among the largest of the islands in the Leeward Islands. There is a major international airport where thousands of tourists from around the world flood in daily to enjoy the sun and sea and French ambience. Several charter boat operators have bases here and long-term cruisers usually plan a stop when travelling up- or down-island to relax in one of the marinas, take advantage of the array of marine services available, and to stock up the ship's larders with French goodies, namely fine French wines.

So why would a couple of cruising sailors looking for quiet rarely-visited places come here? It was by accident really. We were looking for a part for a boat improvement project and there are good chandleries to be found in Guadeloupe. You

can also get duty-free diesel there when you clear out which is always good for the cruising budget. And okay, any opportunity to add a few good bottles of French wine to 'the cellar' on SV Distant Shores is always a draw for us.

Since Guadeloupe was more or less on our planned route south we thought we'd just make a quick stop there after exploring the islands of Saba and Montserrat (see the June 2009 issue of CY for more on that), do the chandleries, provision, top up the fuel, and go. But then we started doing a bit of research and talking to fellow cruisers, in particular French Canadian sailors who know the French islands well and feel at home there. French, of course, is the main language spoken in Guadeloupe.

So, as a result Paul and I discovered some of the most delightful and rarely visited cruising grounds in this popular Caribbean destination starting with the string of magical islets that lie off Guadeloupe's north coast. We followed this with a unique "jungle cruise" down the Rivière Salée, a natural salt-water mangrove channel that divides Guadeloupe into two

halves and is rich in exotic bird and plant life. And as if it wasn't surprising enough to discover these gems amidst the touristic and industrial chaos present in Guadeloupe, we found yet another rarely visited cruising area here – Îles des Saintes (known to English-speaking sailors as The Saintes), the small islands that lie just off the southwest coast of Guadeloupe where we concluded our "off the beaten path" cruise. The Saintes are so utterly charming we could barely tear ourselves away. (More about them in an upcoming next issue.)

We arrived in Guadeloupe from Montserrat on April 18. Our destination was the small port of Deshaies (pronounced day-ay) on the northwest corner of Guadeloupe, one of three official ports-of-call. The other two are the capital city of Basse Terre and Pointe à Pitre, Guadeloupe's main city where a large commercial port is located.

As I mentioned earlier, Guadeloupe is divided in two by the Rivière Salée so in reality Guadeloupe is two separate islands. On the chart, it looks like a lopsided butterfly. The "butterfly wing" or island on the west is called Basse Terre which means Low Land and is actually tall and mountainous. Grande Terre, which means Big Land, is the eastern wing of the butterfly. It has low rolling hills, flat planes and is the smaller of the two. Just who was in charge of naming these islands anyway?

We sailed into the harbour at Deshaies in the late afternoon. Deshaies is a little fishing village that is slowly evolving into a popular waterfront destination with numerous wonderful yet casual French restaurants just a dinghy-ride away from where you drop the hook in the anchorage. We felt we had been transported back to Europe. The village was centred around the church with its tall steeple. The church bells tolled out 5 bells for 5 o'clock. French flags fluttered in the breeze. Guadeloupe is an overseas department of France so the same rules apply to yachts as if you are visiting Europe. If you are a non-EU flagged vessel and stay longer than 18 months you will be charged VAT for importing your boat. The currency here is Euros. There are no charges for clearing in.

After a delicious dinner ashore, a good night's sleep, and fresh croissants for breakfast the next morning, we set sail for the north end of the island. As we left, a group of local sailors launched their traditional sailing sloops for the weekly Sunday



Aerial shot of Bour des Saintes, the main harbour and town on the island of Terre d'en Haut in Îles des Saintes. It is considered to be the most picturesque harbour in the Caribbean.

race. Their colourful sails lent a festive air to our departure.

We sailed along the west coast of Basse Terre for the morning and arrived at Ilet à Fajou, one of the little uninhabited islands with quiet anchorages and isolated beaches lying off the north end of Guadeloupe. These islands are often overlooked by visiting sailors since you have to back-track here after clearing in, the navigation can be a bit tricky since there are shallows to avoid (our swing-keel Southerly 42 only draws 2' 10" with the keel raised so not such a problem for us) but they are well marked and most sailors coming to Guadeloupe are ready for a break and want to enjoy the benefits of restaurants and comfortable marinas in the more populated areas. Fair enough. We look forward to that too.

Since it was the weekend, there were several groups of local power boaters rafted up together at Ilet à Fajou visiting with



Group shot of town kids. Here they give the Shards a big welcome to Bour des Saintes.



Artist Yves Cohen is a washed ashore sailor, one of the several ex-pats that now call the Îles des Saintes home. For 35 years now he has run a beautiful boutique called Maogony on the main street of Bourg des Saintes where he creates hand-painted and silk-screened clothing in themes reminiscent of the sea. Here he paints a portrait of Distant Shores on a shirt for Paul.

Inset: Paul wearing his custom-made shirt with a hand-painted picture of Distant Shores on it by artist Yves Cohen, Îles des Saintes.

family and friends. It reminded us of summer weekends at home in Ontario on Georgian Bay and Lake Simcoe – just a bit more tropical! We had a lazy lunch at anchor and spent the afternoon swimming and reading. We could have spent a week here.

One by one the local boats departed for home and eventually we raised the hook too to begin our journey down the Rivière Salée. The entrance to this well-marked mangrove channel is only a short distance from Ilet à Fajou and as we wound our way along the curving waterway we saw flocks of egrets and other exotic birds. We felt miles from civilization but when we dropped the hook in the little anchorage we had marked for the night, we were just north of the Bridge l'Alliance and discovered we were also at the end of the runway of the international airport which gave us a shock a few times when planes landed!

To travel the Rivière Salée you must time your transit for two bridge openings. So not to disturb the busy traffic on the roads during the day, the bridges only open for boats Monday through Saturday at 0430 and 0520, the dark hours of the morning. This is another reason few sailors explore this area; but if you approach this as a fun navigational exercise, it is worth the effort to do the trip.

Our first bridge going south would

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The diving and snorkelling around Guadeloupe and Îles des Saintes is excellent. Here a school of French Grunts (so named because of the sounds they make) hover around one of the reefs off Îlet à Cabrit.

be the nearby Bridge l'Alliance which was scheduled to open at 0430. We had been warned that if you are not standing by with lights on and engines running by 0420 the bridge attendant turns his car around and goes home! We and one other sailboat were there on time the next morning! To add to our enjoyment, it was raining. I started to wonder if this was such a great idea.

But it really was fun to wind through the mangroves from light to light testing our abilities and getting familiar with this area that is also a good haven in hurricanes. Who knew? We might have to run here one day and deal with terrible conditions. This could just be a warm up.

Pont de Gabarre was the next bridge. It's actually two bridges since there's a pedestrian bridge as well, but since they open together, they are considered one bridge for timing purposes. We and our buddy southbound boat made the 0500 opening. Three sailboats were waiting on the other side ready to head north. They had cleared out and would continue on to the island of Antigua. We all shouted and waved. I think we were all happy to know we weren't the only crazy ones out here having an adventure!

With the bridges behind us we were home free. Soon we began to see a

glow on the eastern horizon. The rain stopped. We started to relax and enjoy the early morning sounds of life in the mangroves. The channel started to widen and soon we began to see city lights ahead. We were headed for Pointe à Pitre, Guadeloupe's most

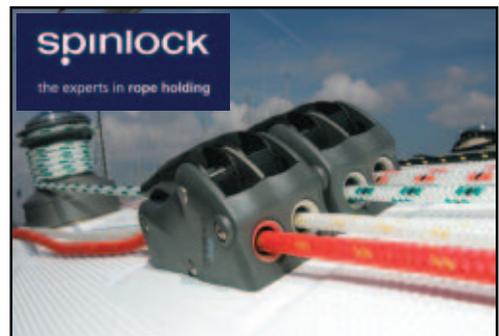
important city and commercial port. By daylight we were passing large cranes and even larger on-coming ships and ferries. Was it the same day? The contrast was fantastic!

But that's part of the fun. That's why we love travelling by boat. 🗑️

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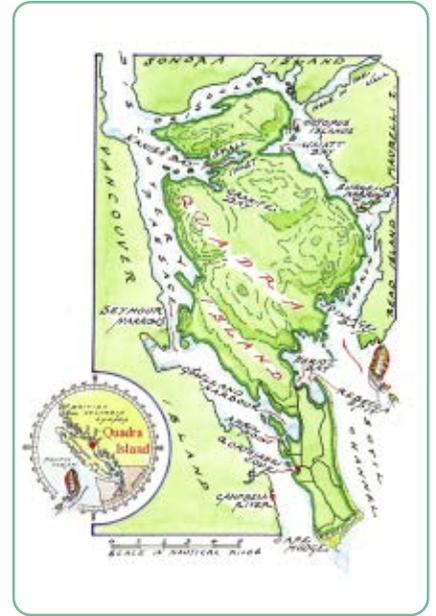


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By Anne and Laurence Yeadon-Jones
Photographs and Maps by
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The start of our summer circumnavigation of Quadra Island takes us to the head of Hoskyn Channel and through the Settlers Group of islands via Beazley Passage, a popular route known locally as “Surge Narrows.” It also includes Okisollo Channel with the Upper and Lower Rapids, Hole in the Wall and Northern Discovery Passage. Beginning with the quiet, historic anchorage in Village Bay on Quadra Island’s eastern shore, boaters can choose from a good cross-section of quiet hideaway anchorages, scenic picnic stops and popular summer spots all along the way”.

Meandering north in Hoskyn Channel, we found a quiet hideaway at the northern end of Village Bay on Quadra Island’s eastern shoreline. Good anchorage can be found on either side of “Castle Islet” which is covered with a medley of shrubs, grasses and wind-swept trees; for those in need of a little exercise, access to the Shellaligin Pass Trail is possible from the southwest shoreline of the bay.

A little further north, on the western

Northern Quadra Island, Okisollo Channel and Octopus Islands Marine Park

shore of Read Island, the steep cliffs of “Boulton Bay” form a spectacular backdrop to this quiet refuge. Open to the south, but protected from northwesterly winds, it provides temporary anchorage for two or three boats. A freshwater creek flows down to the log-strewn pebble beach and clusters of smooth rocks on the point are ideal for catching the last rays of the setting sun while taking in the breathtaking views down Hoskyn Channel to Rebecca Spit.

Exploring the western shore of Maurelle Island, we discovered three charming islets that form a small oasis against the more rugged island shoreline. Named by us, “Diamond Islets” invite you to stay for a while and enjoy their tranquility. The tiny cove provides quiet, temporary anchorage and makes a perfect one-boat picnic stop. There are plenty of nooks and crannies to explore, and at low water it’s fun to poke around the rocky pools formed between the islets. The rocky shoreline of the big “Diamond Islets” offers smooth sunbasking boulders that gently slope down into the cool, clear water; a short climb will take you up to the flat, mossy viewpoint that looks over Okisollo Channel to Waiatt Bay and the popular Octopus Islands.

East across Okisollo Channel lies expansive Waiatt Bay. During summer months, the numerous nooks and crannies offer a peaceful alternative to the more popular anchorages in the Octopus Islands Marine Park. The bay’s

Fast Facts

The name “Surge Narrows” is applied locally to the entire route from Hoskyn Channel, through Beazley Passage, to Okisollo Channel and is the only safe route through the Settlers Group of islands and islets. Because it’s best to transit the narrows with the tide turning to your advantage, be courteous and give priority to craft taking the last of the tide.



A classic West Coast cruiser in Octopus Islands Marine Park.

waters are also a Parks Protected Area set aside for recreational use only.

The cove on Waiatt Bay’s northern shore offers good holding and will accommodate five or six boats comfortably. The rock and pebble beach is backed by a grassy foreshore and the overgrown ruins of an old cabin. “Trail Cove” at the head of the bay has clear water, a smooth pebble beach and plenty of room to swing. It’s worth spending a little extra time here to investigate the Waiatt Bay-Small Inlet parkland. A shaded portage trail takes you on a leisurely half-mile ramble through tranquil second growth forest and concealed middens, to the head of Small Inlet. From here you can take the path to Newton Lake for a refreshing, warm water swim or a more energetic hike to Granite Bay.

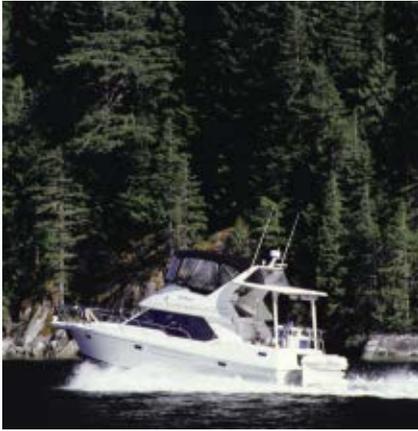
“Kayak Islets”, also in Waiatt Bay, are included in the Octopus Islands Marine Park and provide a peaceful haven for kayakers and boaters alike. They are best navigated at low water to avoid the numerous submerged rocks. Outboards and generators are definitely not welcome in this back-to-nature retreat pop-

ulated by a variety of wildlife and the colourful tents of fellow campers. The flat sunbathing rocks on the southwest shore also provide a convenient ramp to beach a dinghy or kayak.

Neatly tucked into the northeast corner of Waiatt Bay, between the Octopus Islands and the Quadra Island shore lie the sheltered coves of Octopus Islands Marine Park, offering the cruising boater refuge between the tidal passes and an opportunity to take it easy while enjoying life’s more simple pleasures.

Although extremely popular in high summer, with boats rafted together and tied back to every available tree, the anchorages empty out rapidly each day as boaters on tight schedules move on to the next desirable location. If you have the time, stay a while and explore the rocky islets by dinghy or kayak. Because there are no major trails through the park, it’s fun to explore the scattered islets at low water and the smooth, sloping boulders are great for sunbathing and swimming. We had fun climbing to the peak of the pinnacle-shaped rock and were rewarded with an

QUADRA ISLAND



Powering north from Beazley Passage.

excellent view over the islands.

North through the Upper Rapids and northeast of Grant Island is Owen Bay where sheltered anchorages can be found throughout the bay with good holding in sticky mud. The lovely wild apple orchard above the public dock

produces tasty fruit and leads to a trail that joins the main Sonora Road. An inviting, grassy picnic spot below the orchard is often the gathering place for islanders and their families.

Heading west in Okisollo Channel, we avoid the Lower Rapids by skirting around the north of Okis Island. Okisollo Channel feeds into the north end of Discovery Passage; if Johnstone Strait is up to its high wind tricks, good shelter can be found in the lee of Chatham Point, in Otter Cove.

Well protected from westerly winds, the cove provides a convenient spot to stop and relax while waiting for the turn of the tide or calmer wind conditions in Johnstone Strait. The anchorage is unaffected by the strong currents and tidal turmoil outside its entrance, which is best navigated between Rocky Islets and

Limestone Island. Although an extended visit here may not be part of your itinerary, it's a pleasant spot to wait and take stock before continuing on your trip.

South in Discovery Passage, expansive Kanish Bay deeply indents northern Quadra Island. East of Bodega Point and south of the Chained Islands lies a delightful one-boat anchorage. Protected from westerly and northwesterly winds, you can relax and swing in the back eddies, pick fresh sea asparagus or walk along the grassy isthmus to enjoy an undisturbed view across Discovery Channel.

Tucked into the northeast corner of Kanish Bay, "Orchard Point" offers an idyllic picnic spot steeped in history. Once the site of a prosperous First Nations village, the ancient midden is now covered by an overgrown meadow

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Aerial shot of Wyatt Bay to the Octopus Islands.

and wild orchard, reminiscent of our more recent history. The plum and apple trees are laden with fruit in season, and a small creek brings fresh water down to the shell and pebble beach, abundant with squirting clams at low water.

Virtually landlocked Small Inlet, to the east of "Orchard Point" was a valuable discovery. Once the inlet's

restricted channel has been successfully navigated, the bay opens up to reveal the tranquil waters of a sizeable, all-weather anchorage.

Surrounded by lush forest and abundant with wildlife, it is ideal territory for exploration by foot. The early First Nations portage trail, found at the head of the inlet, meanders through dappled second-growth forest and past ancient middens to the lovely pebble beach in Waiatt Bay. The hand-carved driftwood sign also directs you to Newton Lake, a pleasant 1.6 km hike and the possibility of a refreshing warm water swim. Granite Bay is a more energetic 5 km trip but well worth the effort if you've been boat-bound for a few days.

As you enter the sheltered waters of Granite Bay, you may find it hard to imagine it as a thriving community of over 500 people in the early 1900s. There is a small-boat launch at the end of the road that links Granite Bay with Southern Quadra Island and the community float has been extended in a makeshift fashion, giving public access to the road. Overnight anchorage can be found in the centre of the bay, and although Dreamspeaker's anchor didn't drag, the holding is reported to be "somewhat dubious" in loose mud.

Kanish Bay with all its anchorages, nooks and crannies is a mini cruising ground in its own right and provided us with an out of the ordinary exploit before our trip south via Seymour Narrows and southern Quadra Island to our all-time-favourite, Rebecca Spit. ✌

isles and isles and isles



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Weather – Good to Go

TALKING about the weather is and always has been one of our most popular topics of daily conversation. That being the case it often surprises me when we are caught off guard and unprepared for bad

weather, especially when we go boating. All too often tragedy results in boaters not checking the local weather forecasts before they leave shore.

more likely you'll develop a feeling for what is likely to happen in the near future. A crystal ball might help, but it will not beat first-hand experience and observation.

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FORECAST FIRST, THEN GO BOATING

However fine a day it may appear to be, it should become second nature to obtain an area weather forecast before leaving the security of the marina or mooring. Remember that the weather out on open water may differ considerably from that just beyond the harbour breakwater. From a small boat, the horizon is rarely more than three nautical miles away, even in the best of conditions. This does not give much margin of safety in the event of a fast-moving storm system.

When boating you must be constantly observant of the hour-by-hour weather conditions in the atmosphere around you. The cloud patterns and movement, the wind speed and direction, the actual weather—be it rain, snow, sunshine, or fog—that you are experiencing, are all very real indicators. The more at home you feel with your environment, the

WEATHER FORECASTS

These days, there is little difficulty in obtaining weather forecasts. Hundreds of qualified observers and teams of professional meteorologists, using millions of dollars worth of high-tech computerized equipment, are constantly collecting, plotting and analyzing information of local and international conditions.

Weather is not just a surface affair, but exists far into the sky above us. Many reports are received from surface observers, automated weather reporting buoys and stations and ships at sea. In addition, specialists also use orbiting satellites to scan the clouds and weather patterns below. Special equipment carried aloft by balloons, reads and transmits details of meteorological conditions at high altitudes. Weather reports are also received from aircraft flying at great heights.

Beaufort Wind Scale

Beaufort Number	Term	Mean Wind Speed in Knots	Description	Probable Wave Height in Meters
0	Calm	1	Sea like a mirror	0.1
1	Light Air	1-3	Ripples with the appearance of scales are formed but without foam crests.	0.2 - 0.3
2	Light Breeze	4-6	Small wavelets, still short, but more pronounced; crests have a glassy appearance and do not break.	0.6 - 1
3	Gentle Breeze	7-10	Large wavelets; crests begin to break; foam of glassy appearance; perhaps scattered white horses.	1 - 1.5
4	Moderate Breeze	11-16	Small waves, becoming longer; fairly frequent white horses.	1.5 - 2
5	Fresh Breeze	17-21	Moderate waves, taking a more pronounced long form; many white horses are formed (chance of spray).	2 - 3
6	Strong Breeze	22-27	Large waves begin to form; the white foam crests are more extensive everywhere (probably some spray).	3 - 4
7	Near Gale	28-33	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.	4 - 5.5
8	Gale	34-40	Moderately high waves of greater length; edges of crests begin to break into spindrift; foam blown in well-marked streaks along the direction of the wind.	5.5 - 7
9	Strong Gale	41-47	High waves; dense streaks of foam along the direction of the wind; crests of waves begin to topple, tumble and roll over; spray may affect visibility.	7 - 9
10	Storm	48-55	Very high waves with long overhanging crests; the resulting foam, in great patches, is blown in dense white streaks along the direction of the wind; on the whole, the surface of the sea takes a white appearance; the tumbling of the sea becomes heavy and shock-like; visibility affected.	9 - 11.5
11	Violent Storm	56-63	Exceptionally high waves (small and medium-sized ships might be for a time lost to view behind the waves); the sea is completely covered with long, white patches of foam lying along the direction of the wind; everywhere the edges of the wave crests are blown into froth; visibility affected.	11.5 - 14
12	Hurricane	64 and Over	The air is filled with foam and spray; sea completely white with driving spray; visibility very seriously affected.	14 +

**This table is intended only as a guide to show roughly what may be expected in the open sea, remote from land. It should never be used in the reverse way; i.e., for logging or reporting the state of the sea. In enclosed waters, or when near land, with an offshore wind, wave heights will be smaller and the waves steeper.*

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Sources of Weather Forecasts

Since the scope of the equipment used by the professionals is far out of the reach of the average person, it makes sense for us to use the end product of all their efforts. The following is a selection of possible sources for forecasts:

Newspapers – maps are frequently out of date, but the short term forecasts are good

TV – including such specialty channels as the Weather Channel

Radio Stations – both on AM and FM frequencies. These frequently contain marine information, especially during the boating season.

Weatheradio – provided as a VHF broadcast on a continuous basis. These can be picked up both on regular VHF radios, and on special receivers, some of which are equipped with an

alarm to indicate that warnings of deteriorating weather are being broadcast. These broadcasts are usually picked up on three special weather channels known as WX1, WX2, and WX3.

Canadian Coast Guard Marine Radio – continuous broadcasts, with warnings issued whenever dangerous conditions are expected. Channels vary across the country; you should check the channel for your particular area.

Telephone – on-tape, or personal contact with the local weather office

Internet – at www.weatheroffice.gc.ca

Amateur Radio – used more by offshore sailors

Marine AM and Single Side Band Radio – used more by offshore sailors

fact. Professional forecasts, although accurate for larger areas, cannot allow for the very definite variations caused by local conditions. Islands, cliffs, inlets, the general topography, even the water depth and state of the bottom can alter the flow of the weather as predicted by a forecaster.

However skilled you may become in reading a TV weather map or newspaper forecast, you must be able to modify it to apply to your local area. Only if you have an intimate knowledge of the area in which you boat, can you develop such a feeling for local conditions. This can be obtained by making daily observations of all the items that go into making up the local weather, paying particular attention to the way in which they typically differ from official forecasts.

This may sound like a chore, but it will soon become an enjoyable and useful habit, one which may save you from major problems one day.

If you plan on boating in a new area, learn in advance as much as you can about the peculiarities of those particular waters.

YOUR OWN FORECAST

There is a challenge in applying your accumulated knowledge to the existing conditions. Base your decisions on the following observations:

1. Pressure and tendency. Tendency is the change in the past three hours.
2. Wind, the true direction from which it is blowing and its speed.
3. Temperature, both air and water.
4. Cloud type and height. Don't worry about exact height, just concentrate on types.
5. Cloud movement, at all levels.
6. Current weather, clear, rain, fog, thunderstorms, etc.

RADAR is used to identify the presence and type of precipitation and the use of Doppler RADAR enables the weatherman to actually visualize wind motions within storms. This is a very important aid in detecting tornado activity as well as the presence of the violent downcurrents known as microbursts. These can be hazardous to aircraft and small boats alike. LIDAR, which uses a beam of laser light instead of the radio signal, can be used to detect microscopic moisture in clear air, even before clouds have formed.

After processing all the data received, forecasters can provide useful weather information, easily available to those who need them. Although it is understood that occasionally a forecaster goofs on a forecast, a high percentage of forecasts are accurate. Most errors are a matter of timing. Mother Nature does obey the simple physical laws on which meteorology is based, but she does sometimes obey them in her own way and time.

Do not make the common mistake of using "forecast" and "report" interchangeably. A report is an observation of the current weather status, what is happening at the present time. A forecast projects what can be expected to happen within a specified period in the future.

When listening to weather broad-

casts, be especially alert for information on dangerous weather conditions such as gales, thunderstorms, or tornadoes. If the forecaster considers that atmospheric conditions indicate a probability of severe weather in a certain area, a Weather Watch will be issued. In that case, you should keep an extra keen weather eye on the sky. If the severe weather is actually reported as happening in the area, the watch will be changed to a Weather Warning. To set sail in such a situation could be courting disaster.

Environment Canada gives detailed marine forecasts for two days into the future, with brief outlooks for a further three days. Check the forecast to ensure that it is the latest version for your area, and then keep a personal eye on the development of the weather. Then you can assess if the weather is actually following the forecast pattern. Have the expected clouds and wind changes come through on schedule? Is your barometer rising or falling as you would expect from the forecast? Be alert for timing errors in forecasts, and adjust your plans accordingly to ensure safe boating.

KNOW YOUR OWN BOATING AREA

Always remember one very important

Kick back while we kick it up.
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Honda BF9.9

Whether you're on a fishing boat, inflatable or sailboat, Honda's BF9.9 makes your day more relaxed. First, it's lightweight and compact, so mounting and transport have never been easier. It's also easy to get going, with our one-hand starting, and easy to keep going, with twin cylinders that deliver large-displacement torque with excellent fuel efficiency. And because it's a Honda, you can always expect long-term durability and clean, quiet operation – so all you have to do is enjoy your day.



HONDA
MARINE

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Always wear a personal flotation device while boating and read your owner's manual before operating your Honda Outboard Engine. Models and colours may not be exactly as shown. All of the specifications listed here are subject to change without notice. All Honda outboards are power-rated in accordance with NMMA procedures.

Note that all these observations have two aspects. Firstly, a static value, or what is happening at this moment? Then there is a dynamic value. Are any of the conditions changing? What is the nature of the change, and how fast is it happening? If nothing ever changed, weather forecasting would be a snap, but life would be very boring. Once you realize the significance of the daily variations, you will be well on your way towards being a good forecaster and a safer, more confident and happier boater.

Before you commit yourself to a forecast, ask yourself: What was the weather yesterday and the day before? This will frequently give you a clue as to what to expect. Check current and forecast weather maps if you have access to TV or the Internet at your location. Use an up-to-date professional forecast, and adapt

Some Weather Trivia

These weather sayings have stood the test of time. You may find them both familiar and useful.

"When the dew is on the grass, rain will never come to pass."

"When smoke descends, good weather ends."

"Rain starting with the wind from the east, always continues for at least 12 hours, and sometimes 24."

"Continuous rain starting about 0900 often heralds a wet day."

"Long foretold, long last—short notice, soon past."

"When ditch and pond offend the nose, then look for rain and stormy blows."

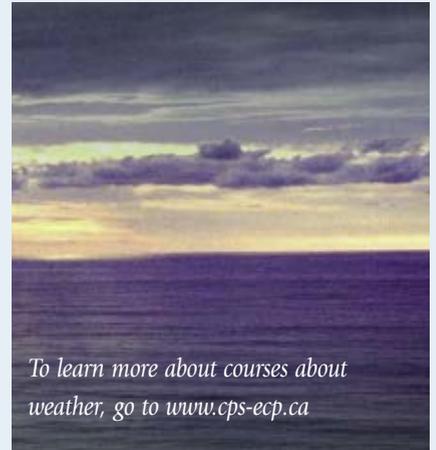
"The farther the sight, the nearer the rain."

and finally the life-long favourite:

"Red sky at night, sailor's delight; red sky in the morning, sailor's warning."

it to fit the current local conditions. Then, when you have decided what you expect to happen, make note of it. At the end of the day, compare the actual weather that occurred with your forecast. It is the best way to learn and will always provide results.

Do not be disappointed if your forecasts do not always come true. Professional forecasters have the same problem. The more you practice, the more accurate you will become. ↵



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ABOVE: Morris 29 flying North Soft NorLam™ 70XG gray-tint radial mainsail with Gatorback™ diagonal reinforcement and North V-Series Gennaker™. Onne Van der Wal photo.



Tap into the future of marine networking.

One fingertip, one touchscreen, one shipwide network: Garmin's newest GPSMAP® 5000 series chartplotters bring you the ultimate in marine "command center" technology. Sized from 8 to 15 inches, these sleek, robust multifunction displays (MFDs) feature an awesome menu-driven interface that makes accessing every sensor and system on your network as simple as point, press and go. Preloaded charts provide navigation coverage for all U.S. coastal areas, including Alaska and Hawaii plus the Bahamas. And optional BlueChart® g2 Vision™ cards (sold separately) let you enjoy such premium features as true 3D Mariner's Eye or underwater Fish Eye map views – plus "real picture" aerial photos and Auto Guidance to suggest the best passageways.

Follow the leader.

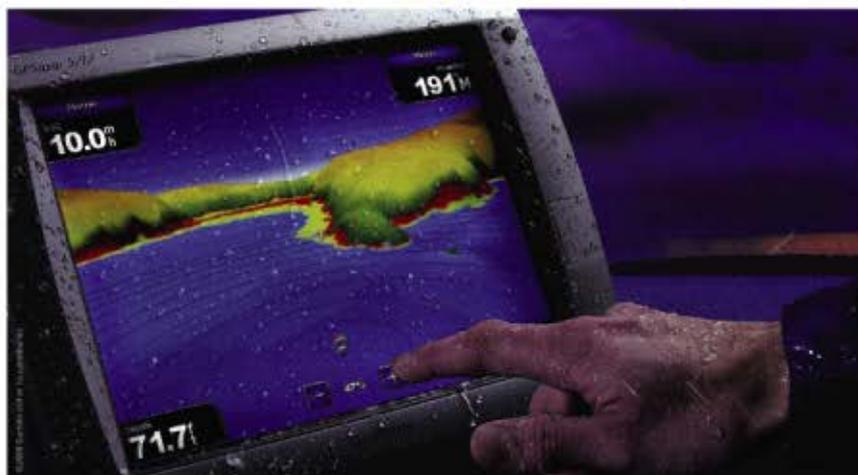
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GPSMAP5015 "True big picture navigation"



Largest touchscreen Chartplotter

This chartplotter features the same menu-driven touchscreen found on its 5000-series counterparts. A satellite-enhanced worldwide basemap and a whopping 15" screen make navigation as easy as pointing your finger. By connecting to the Garmin Marine Network, you can add sonar, radar and weather. And for even more advanced features, you can add the optional BlueChart® g2 Vision card.

View Detailed Graphics and Video
- The GPSMAP 5015 features a worldwide basemap with high-quality satellite images in place of more traditional maps. For even more detail, you can add maps easily with the SD™ card slot without having to connect to a computer. The 5015's huge XGA screen displays graphics with crisp, video-quality resolution. To keep tabs on your engine room or another area of your boat, you can also connect a live video feed with the 5015's video input option.

Add Extras with BlueChart g2 Vision
With optional BlueChart g2 Vision SD cards, you can add a whole new dimension of exceptional features to your chartplotter.

Connect to the Garmin Marine Network
The 5015 connects easily to the high-speed Garmin Marine Network, so you can interface with additional MFDs and add remote sensors. Once connected, you can share information between the 5015 and other chartplotters on your boat. You can also add high-powered radar, sonar, and XM satellite weather and radio to your system.

GPSMAP5012

Touch Screen!



- 12.1" diagonal display
- 1024 x 768 pixel resolution
- Touchscreen XGA display
- IPX7 Waterproof
- Antenna: external NMEA output
- NMEA 0183, NMEA 2000 compatible
- Accepts new Garmin G2 Vision Charts
- 1500 Waypoints, 10,000 track pts, 20 rts
- Garmin Marine Network Capable
- 3D mariner's eye view or fish eye view
- High-res satellite images & aerial photographs help you orient yourself in unfamiliar areas. Auto Guidance technology searches through all relevant charts to create a route you can actually follow.

GPSMAP5008

Touch Screen!



- 8.4" diagonal display - 640 x 480 pixel resolution
- Touchscreen XGA display - IPX7 Waterproof
- Antenna: external NMEA output
- NMEA 0183, NMEA 2000 compatible
- Accepts new Garmin G2 Vision Charts
- 1500 Waypoints, 10,000 track points, 20 routes
- Garmin Marine Network Capable
- This flagship marine navigator is missing just one thing — buttons. The GPSMAP 5008 features an unprecedented touchscreen interface, along with a satellite-enhanced worldwide basemap and an 8.4" screen that makes navigation as easy as pointing your finger. By connecting to the Garmin Marine Network, you can add sonar, radar and weather. You can also add the optional BlueChart® g2 Vision card.

High Resolution
480 x 640 pixel
5" Diagonal Display

- Chartplotter with 480 x 640 high resolution 5" QVGA colour display
- Built-in worldwide basemaps - SD card slot
- 10,000 point track log
- Optional BlueChart g2 Vision Card for even more mapping capabilities
- CANet capable- fewer buttons and operation steps for a new easy user interface
- 20 saveable routes - 1,500 waypoints
- Tide tables - Sun and moon information

GPSMAP525 Chartplotter



GPSMAP 525S

...same as above with built in Sounder (transducer optional)

Compact, Easy to use
Chartplotter with
4" Colour Display

- 4" diagonal display with 240 x 320 pixel QVGA colour display - Supports AIS
- Built-in worldwide basemaps
- SD card slot - 10,000 point track log
- Optional BlueChart g2 Vision Card for even more mapping capabilities
- CANet capable- fewer buttons and operation steps for a new easy user interface
- 20 saveable routes - 1,500 waypoints
- Tide tables - Sun and moon information

GPSMAP420 Chartplotter



GPSMAP 420S

...same as above with built in Sounder (transducer optional)

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 <p>GX5500S "Class D with Loud Hailer" Quantum Fixed Mount VHF - 25 watt transmit power - 30 Watt PA/Hailer - Class D DSC - Bluetooth Headset capable - Remote Microphone capable - Submersible - NOAA weather channels - Dual Watch - NMEA input/output</p>	 <p>GX3000S - Matrix Fixed Mount VHF - 25 watt transmit power - 30 Watt PA output - Class D DSC - Submersible - NOAA weather channels - Dual Watch - NMEA input/output - Dual station capable</p>	 <p>GX1100S Best Value Fixed Mount Eclipse DSC+ Fixed Mount VHF - 25 watt transmit power - Class D DSC - Submersible - NOAA weather channels - Dual Watch - NMEA input/output - Channel controls on the mic</p>
 <p>GX5500S Quantum Fixed Mount VHF - 25 watt transmit power - 30 Watt PA - Class D DSC - Bluetooth Headset capable - Remote Microphone capable - NOAA Weather channels</p>	 <p>GX1500S QUEST-X Fixed Mount VHF - 25 watt transmit power - Class D DSC-Submersible - NOAA weather channels - Dual Watch - NMEA input/output - remote station capable</p>	 <p>GX1000S Economy Fixed Mount Eclipse DSC Fixed Mount VHF - 25 watt transmit power - DSC - Submersible - NOAA weather channels - Dual Watch - NMEA input/output</p>

 <p>HX850S with GPS  - 6 watt handheld VHF - Full dot matrix display - 12 channel GPS Receiver w/ DSC - NMEA output - SOS strobe light - NOAA Weather Channels - speaker microphone jack, - Waterproof and it FLOATS!</p>	 <p>HX760S  Bluetooth - 6 watt handheld VHF - Bluetooth Headset and charger - SOS strobe light - Preset key - NOAA Weather Channels - speaker microphone jack, - Waterproof and it FLOATS!</p>	 <p>HX280S Best Value Handheld - 5 watt Handheld VHF Radio - adjustable 1 watt transmit power - 13 hour battery life - Submersible - Lithium-Ion battery, AC and DC chargers and cradle - Programmable Scan - Dual Watch - NOAA Weather Alert</p>	
 <p>HX750S - 6 watt handheld VHF - SOS strobe light - NOAA Weather Channels - speaker microphone jack - Thermometer sensor - Waterproof and it floats - Most rugged handheld</p>	 <p>HX500S - 5 handheld VHF - Speaker MicJack - 700mW Audio Spkr - Large volume controls - NOAA Weather Alert - Submersible - Rugged - Dual Watch receive - SOS Strobe Light</p>	 <p>HX471SB - 5 watt Handheld VHF Radio - DSC Distress with NMEA GPS position input - FRS Transmit/Receive - AM/FM, MURS & Aircraft rx - NOAA Weather Alert - SOS Strobe Light - Voice Scrambler capable</p>	 <p>HX370S - 5 watt Handheld VHF - 40 Programmable Land Mobile Channels with CTCSS and DCS - Submersible - NOAA Weather Alert - Ni-MH batter, AC/DC Charger with cradle</p>

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- Large front fire speaker - Dual/Tri Watch
- Auto weather scan and weather alert
- Rechargeable battery and desktop charger



M72

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Rugged Marine VHF Handheld

- Compact Body, Great "Form Factor" - Highest available power! 6 Watts - A large capacity 2000mAh Lithium-Ion battery - Impressive Force5Audio - Submersible PLUS (IPX8) - Wide Viewing Angle LCD
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- Auto WX scan and WX Alert function - Aqua Quake draining function



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M304 Icom VHF Marine Fixed Mount

- "Force5Audio" clear, powerful audio
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- Large LCD and simple key layout
- Favourite channel function
- Black, white and grey colour versions available



M422

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- New public address (PA) and RX speaker
- New optional COMMANDMICII™ The front facing speaker offers loud, crisp reception that is easy to hear, even over engine or wind noise. Submersible* (1m depth 30 min.)

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M802

Single Sideband Transceiver

Digital SSB with remoteable control head offers the clearest reception ever. Big dials, a large dot-matrix LCD and well spaced buttons make ICOM's newest SSB a snap to operate. A full key pad, over 1300 channels, wide band RX, Ham band TX (license required) and RX included, one-touch e-mail access with no optional filters required.



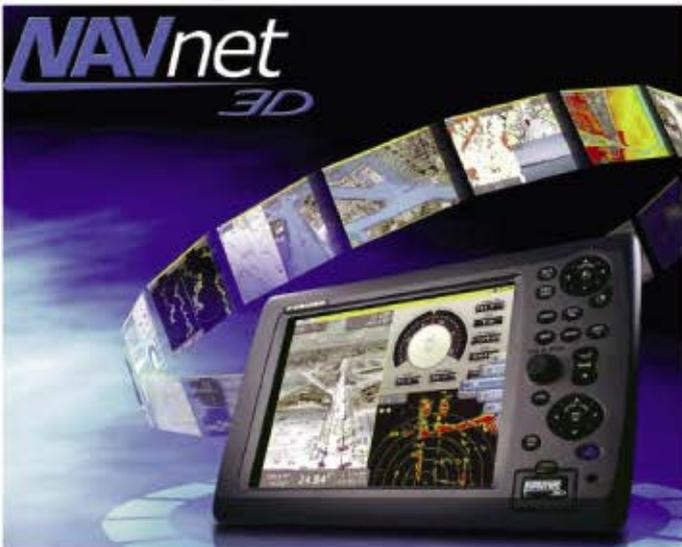
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NavNet 3D is built around a powerful graphic engine, managed by TimeZero™ technology. This system adds new presentation options on top of conventional 2D chart presentation: 3D chart and Satellite PhotoFusion™, a new hybrid blend of detailed satellite imagery containing critical chart data. In these modes it becomes possible to visually grasp the exact position of your craft in a wider perspective.

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Regal Window Express 3360



Attractive Styling and Hot Performance

I WAS LOOKING forward to my test day with the Regal Window Express 3360 after seeing the photos. Finally, somebody has added some cabin windows to an express cruiser!

Express cruisers are popular because they are good-looking, cost-effective and provide a lot of accommodation, but I'm a traditional guy and I like to see some windows in the cabin. It's summer and I'm out on the boat for heaven's sake! I want sunlight. Styling is always subjective but, for my taste, Regal has done a brilliant job of making this boat both handsome and distinctive.

On my test day, we got brisk winds and that nasty in-shore chop along the

shallow shores of Lake Ontario near Port Credit. To be fair to the boat, we're going to publish the factory's performance figures, but we gave it a good run!

We got up over 30 miles an hour before throttling back to avoid going airborne. The ride was impressive considering the punishing conditions. The Regal was particularly responsive to the helm, enabling us to zigzag a course through the worst of it. The boat was very fast to plane off and kept its bow down when we had to throttle back and really plow through heavy water. Overall I'd say that Regal's Window Express 3360 has the performance to live up to its great looks.

Let's start with the helm because that

SPECIFICATIONS

Length Overall	34'8"/10.5 m
Beam	11'4"/3.4 m
Dry Weight (with 8.1 L engines)	12,120 lbs./5,4397 kg
Fuel Capacity	168 gal./635 L
Water Capacity	50 gal./189 L
Holding Capacity	28 gal./106 L
Base Price (with twin 5.7 L MerCruisers)	\$215,000 US

Test boat provided by and price quoted by:
Crate's Port Credit
www.crates.com

was certainly important on test day. Regal provides a spacious double-wide helm seat that slides and has a flip-up bolster. There is tilt steering and an angled foot

PERFORMANCE

rest which is appreciated. The lovely steering wheel has stereo controls in the center hub. Our test boat was equipped with a Raymarine C80 system and VHF combination. The Bennett trim tabs lacked indicators, however something I would want on my own boat.

An appealing feature that is standard is the swivel helm seat and removable table. This converts the helm into an important part of the living and dining space when moored. The bridge layout features an L-shaped companion seat that has a flip backrest; face forward when cruising, or face aft to create a spacious cockpit dining area with a teak table. The aft seat folds down delivering a great expanse of cockpit floor if you prefer that. Facilitating this, Regal went to an innovative electrically operated engine hatch that opens from the outside swim platform. It delivers great engine access. My only concern would be if you had to access the engine bay out in open water on a rough day.

The cockpit area has a refreshment center down the starboard side with

TEST BOAT ENGINE

Test boat engines: Twin Volvo Penta 5.7 Gi DPS sterndrives, 5.7 L / 350 ci electronically fuel injected V8 gasoline engines, 300 hp each, Duoprop drives.

ENGINE (RPM)	SPEED (MPH)
Idle	3.8
1000	5.9
1500	7.9
2000	9.1
2500	13.2
3000	21.5
3500	30.0*
4000	35.7
4500	40.2
5000	46.8

*Cruising speed

Speed Testing By:
Regal Industries
www.regal.com

Isotherm refrigerator, sink and storage. The battery controls are nearby in the passageway.

A transom gate leads to a spacious swim platform that features a transom shower, recessed cleats, storage and a port-side locker for your shore power cables and TV connections. The only feature I question is the latched cover over the boarding ladder. I always feel board-



Looking forward, we see that the very large and bright forward facing windows above the angled queen sized vee berth make this a brighter and more inviting cabin during daytime than in most other express cruisers.



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REGAL WINDOW EXPRESS 3360



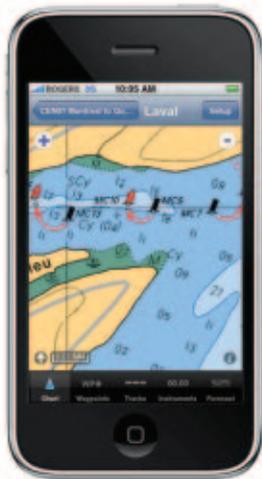
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The starboard side refreshment center in the cockpit features a sink, refrigerator and sufficient counter space that this almost becomes a second galley.

ing ladders should be easily accessible from the water in case a person falls overboard.

We appreciate the small sidedecks that are useful when docking, but remember that the windshield and cabin trunk are low and therefore don't offer great locations for handholds.

To go forward, it's much safer to use the steps and swing-open center section of the windshield. Regal includes an anchor locker, windlass and there's a handsome optional sun cushion for the deck.

Understandably, we were anxious to see what Regal had done with the cabin space especially considering the distinctive window treatment. Well, it is unusually bright and we really like that. It is three easy steps down and our test boat had handsome teak and holly flooring. Straight ahead was a large, gloss finished folding table on the starboard side and with the built-in sofa, you can probably feed four in comfort.

Regal has wisely left the interior open except for the enclosed head. This struck us as spacious and nicely appointed with

side windows, a big medicine cabinet with a mirror suitable for shaving, a good expanse of counter space and a VacuFlush toilet. The mirrored door is a good feature and Regal has thoughtfully provided both an opening porthole and an air conditioning outlet.

The forward vee area is open and the queen berth is angled resulting in almost a regular rectangular shape. This area features two side lockers, three drawers and also a comfortable seat for dressing. The forward glass areas and side glass really open this up in daytimes; very bright.

In the newest cruiser designs, the cockpit refreshment centers are getting so good that I question the value of putting a galley into the cabin. Perhaps future designs will eliminate the cabin galley, but you still get one in the Regal 3360. It's equipped with a large stainless-steel sink, two-burner stove top with cover that stows very neatly. There is a microwave

OTHER MODELS

■ 2565 ■ 2665 ■ 2860 ■ 3060

www.regalboats.com



This is looking aft, down the starboard side of the Regal 3360 Window Express. You can see the one of the side windows on the upper left. With well-placed interior lighting and light upholstery colors, even the aft cabin feels very open and livable.

and another Isotherm refrigerator. Showing clever space utilization, Regal includes a huge underfloor locker where you could stow a week's worth of canned goods and bottles.

Last, but by no means least, there is a mid-cabin with two portholes, a large sleeping surface which converts into a conversation pit; the good-sized flat screen television is located on the bulkhead.

Our test boat had full canvas as well, delivering family-sized, enclosed accommodations for cruising. This 33-footer (34' 8" overall) is a great size of boat, delivering comfortable accommodation, reasonable fuel economy with its twin 300 hp V8 stern drives and a turn of speed that could embarrass a lot of sport boats.

If it was my money, the Regal Window Express 3360 would be high on my list. 🐾

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Restoring Darling



THE AIR IN O'Rourke's Boat Repairs on Penetang Bay is thick with white dust. A grinder churns across the fly bridge, spewing showers of tiny particles in its wake. Raw fingers of fiberglass cloth protrude from the bare hull. The rear deck plates have been removed revealing decades of grime, unfinished surfaces and the skeletal stringers.

It takes vision to see the beauty beneath it all and several sets of expert hands to restore this 28-foot Bertram to its rightfully regal place on the water.

Luxurious lines was only one vital element the owner, a seasoned sailor, was seeking when he began searching for the perfect powerboat to combine comfort with character. He needed something to handle the sometimes unpredictably wicked waves of his home waters of Georgian Bay, a vessel to com-

fortably accommodate guests for a full-day of cruising or for the weekend and local skilled talent to bring her back from the brink.

A Canadian boat broker began sourcing North America for a suitable boat and came up with the 1983 classic cruiser, her legendary design and traditional deep V-hull translating well to Georgian Bay from her Miami roots. Two days after spotting the Bertram and following a successful survey, Darling was on a truck heading for Larry O'Rourke's Penetanguishene shop.

O'Rourke's three decades of experience rejuvenating boats are backed by the generations of boat builders and light-house keepers that run in his family tree. The sense of satisfaction from a job more than well done keeps him coming back year after year. "When you bring

people down to see their boat when it's done, they often don't recognize their own boat. The smile on their faces is priceless."

O'Rourke is no stranger to Bertrams – Darling's shopmate is a 20-foot Bertram and two more wait outside in the yard. These classic beauties are popular projects. "They're desirable boats. They hold their value and they're a really good Georgian Bay boat," O'Rourke said. "To buy a comparable boat new, well, you end up with a better boat restored. There's a certain 'feel good' factor too that can't be defined by price alone. "You get the pleasure of boating on Georgian Bay in a classic boat."

That being said, it's important to embark on the project properly. "You don't put a new house on an old foundation," O'Rourke said. "We started at the

basement. When we go right down to the bare hull, it's pretty hard to find surprises later on."

Bertrams boast a deservedly solid reputation. "The original fiberglass is hand laid and it's good solid glass. You start with that and put a new backbone back in and it starts to look pretty. It's a lot of fun, really, to be involved with these," he said while running a practiced eye over the work in progress.

It's also good value. O'Rourke said, "Every boat is different but the cost is considerably less than if you purchased the same boat new. Two guys working full time on it will put in about 350 man-hours." He cautioned that's likely a conservative estimate so early in the process. O'Rourke ticked off numbers: \$30,000 to strip, repair and rebuild; a \$15,000 custom paint job. "It adds up, but to purchase that boat new would be a hundred grand easy, probably \$120,000. Even with all the restoration costs, it will still be way under the new price."

While many customers prefer to wait for the end result, O'Rourke maintains an open door policy and invites owners to drop in throughout the process. "I encourage customers to come in to have a better appreciation for the money they're spending."

All the old hardware and rod holder holes will be blanked out and O'Rourke's craftsmen will begin with a hull as fresh and pristine as the day it rolled out from the factory.

The work begins with an all new stringer system. "This is quality marine-grade mahogany," O'Rourke said, running his hand over the rich dark wood. The wood will be covered in fiberglass so no water will ever penetrate it. "This boat will never have to have new stringers."

It's a complete transformation. Original hardware will be re-chromed;



others replaced with new stainless steel. "We'll dress her up with new hardware and then custom build added features to personalize her."

For this project, a redesign is planned. The Bertram's lower helm will be removed to create a storage locker with a chart table on top and additional galley room to open up the cabin. "It gives a lot more usable space down below," O'Rourke explained. "It's perfect as a weekender boat when foul weather keeps you below." New appliances, sink, faucet and head will also be installed.

The original white hull will be changed to a dark blue hull with a light upper deck. Goldleaf lettering will put the finishing touch on Darling's makeover.

Just up the road at Lee's Marine Service Inc., another piece of the Darling project takes shape. A large cardboard box disgorges its twisted contents, a veritable dog's breakfast of wires, suspicious sections bulging under layers of electrical tape.

Lee Bruce says much of it won't need



replacing due to the elimination of the cabin helm for a fly bridge only driver's seat. Across the shop, neat rows of rods, pistons and valves are lined up beside the stripped down block.

The two engines are not a matched set. One is a 305, the other a 350. By the time Bruce is finished with a bigger bore cylinder block, both engines will be 350s.

The information is more fodder for a question to be carefully considered: repower versus restoration? Bruce weighs the pros and cons and said, "If it was me.

continued on page 36

Delphia 33

Affordable, Fast and Well-fitted

WHEN THE DELPHIA line first came to North America, it did so with little fanfare, though it managed to win the Import Boat of the Year at Annapolis in 2008. Having sailed it, it's easy to see why. Terribly affordable at about \$170,000 Cdn., this boat has a wonderful feel and look – both above and below decks. It's perfectly finished, equipped and boasts two double cabins below.

The hull is a layup resin infusion process; the balsa core vacuum bagged deck ensures light ends and the balanced feel underway supports this. The Polish built boat features wonderful deck lines, very pleasing to the eye.

With such a price, one would expect a few surprises but clearly Delphia has understood how to break into this mar-

ket using high quality products like Harken Bat cars on the main and stainless steel bolts for the keel attachment. Names like Isotherm and Volvo are on the list as well. The woodwork and joinery are top notch too; it is here the builder really excels.

Aft, the cockpit is welcoming with its centre-mounted steering wheel. Inlaid teak is used for both the seats and cockpit floor. The pedestal offers a standard compass and allows for additional ease to see electronics. Winches are easy to reach and also well-placed. Control lines run aft to above the companionway through the standard stoppers. The aft teak swim platform is well done too.

Moving forward is easy with integrated stainless hand rails on the cabin top;

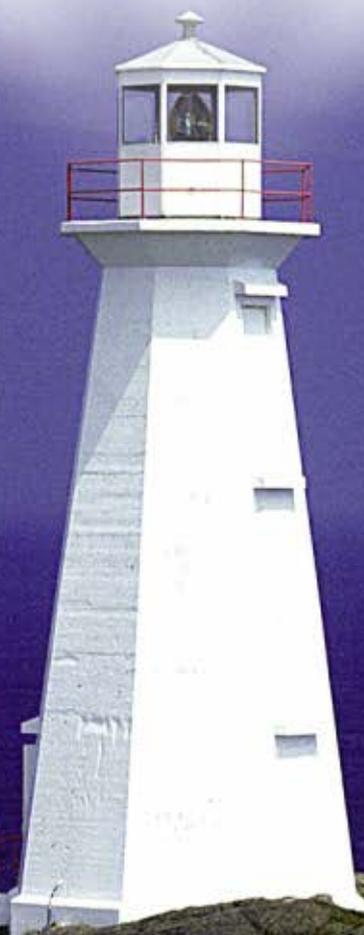
good space here makes one feel comfortable moving about the deck in almost any breeze. The non-skid treatment is excellent and has wonderful traction. Aluminum toe rails are integrated nicely into the deck and the lifeline stanchions are well placed along them – well attached and solid.

SPECIFICATIONS

Hull Length	32.64 ft./9.95 m
Beam	11.39 ft./3.47 m
Total Draft	6.07 ft./1.85 m
Weight	11,464 lbs./5,200 kg
Ballast	3,119 lbs./1,415 kg
Mainsail	290.28 sq. ft./27.00 m ²
Genoa	333.68 sq. ft./31.00 m ²
Fuel Tank	33.03 gal./125 l
Water Tank	55.49 gal./210 l
Designer	Andrzej Skrzat



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DELPHIA 33



The L-shaped galley is suitably equipped for long-term cruising. It includes a fully gimballed, two-grill stove, twin stainless steel sinks and a fridge.

Forward, the Furlex furling gear works beautifully. (As a former skeptic, I always check this now.) The Selden mast and its double swept back spreaders set the fractional rig up and match the sail design perfectly. The lazy jack and integrated sail cover systems are perfect for an effortless put away at the dock (or anchor). The sail drive and Volvo engine combination also work well to keep things simple.

Below decks do not disappoint either.

The wonderful use of cherry and mahogany complements a well laid out and functional interior. Corian tops, double stainless sink, gimballed stove with oven combo and a large fridge are standard. Aft on the starboard side, there is ample storage and counter space – more than enough for entertaining.

There are two cabins below, one forward, one aft to starboard; both have double berths. The forward cabin has



The main salon is large and welcoming with its dropleaf table that's a breeze to set up.

CANADIAN DEALER

North Lakes Yachting Inc.
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The cockpit is welcoming with its centre-mounted steering wheel. Inlaid teak is used for both the seats and cockpit floor. The pedestal offers a standard compass and allows for additional ease to see electronics.

standing head room. Both cabins also have great storage.

The head is aft of the navigation station that's set to port opposite the galley. The main salon is large and welcoming with its dropleaf table that's a breeze to set up.

Sailing this boat was a wonderful experience. Like many of the larger rudder well-balanced European boats we sail, it was right up there. A dream to steer, the sails really fit the rig and the 110% Genoa was not impeded at all by the furling rig. One could easily single-hand this boat. Though I could also see it show up at the starting line as well; while it has not been rated yet, I am confident it would fare well. When cruising, however, the 120-litre fuel tank allows for tons of motoring range when the summer doldrums kick in.

All in all, this boat must be added to anyone's wish list in the 30-foot plus range; it's affordable and ready to sail. It has a lot going for it. ↩

OTHER MODELS

■ 24 One Design ■ 26 ■ 28
■ 29.2 ■ 37 ■ 40.2 ■ 47

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I'd repower with new technology." He said the consistent performance of fuel injection and reliability of new equipment tips the balance for him. "Old engines are carbureted. Most new ones are fuel-injected. Do they use less fuel? It's fairly close but fuel injection runs the same each time, consistently, and it's more user-friendly."

Cost is another factor. "Everything is going to cost about the same as buying new. Everybody has different reasons for doing restoration." He estimates in the end it may be slightly cheaper, by about 20 per cent. "If you go the restoring route it's expensive as it's labour intensive," Bruce warns. But for many, character wins out over cost. "You have to love the boat, but you could buy a new boat with no character.

This is not for the faint of heart do-it-

yourself. It takes an eight-hour day per engine just to remove it from the boat and totally disassemble it in the shop. Then the real work begins. With 25 years in the business, Bruce admits to being pretty fussy, but it pays off with dozens of repeat customers who bring him their pet projects. "I've been in business a long time and seen a lot of bad stuff. I don't want any problems [once the boat is back on the water]. I want him to have as good as new. I'll replace everything. Any part that moves will be checked, repaired or replaced. All clearances are checked to see if they're within specifications. I'll look for wear, gouges and other indicators of problems."

For this project he plans to install new starters, alternators and water pumps instead of rebuilding with what he considers inferior parts. The list lengthens as

he talks about rebuilding the transmission, resealing parts, disassembling the exhaust manifold and installing new gaskets. At this point it's hard to estimate the true time and project cost since it depends on what Bruce finds. "If you want to be worry-free, you really need to do it all and do it all at once. Rebuilding in stages is just not economical. Spend a little more and do it right. Anything that is mechanical is eventually going to break. I use the best quality parts I can to assure there's no problems."

Bruce's best advice is, "Find a great service provider and stick with them. Then really look at the cost. Just like a house renovation, it always costs more than you expect." Bruce's bottom line when considering restoration is, "You really have to love the boat to do a restoration." 🐾



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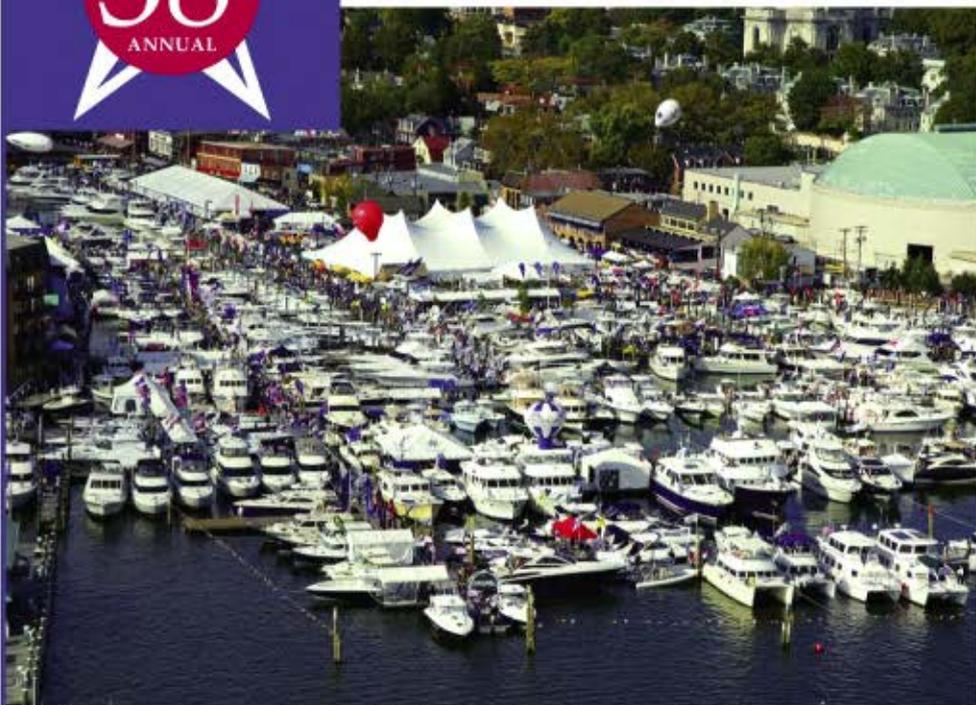
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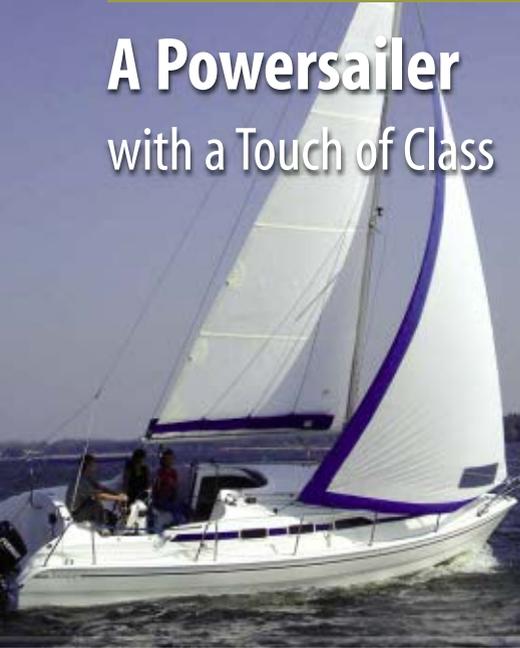
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Odin Imexus 28

A Powersailer with a Touch of Class



AFFORDABLE. Wonderful. Flexible. The reality is that for a boat to do it all is a perfect dream. While many have tried in the past, the recent effort with the Imexus 28 really makes the mark. While I must admit I am a traditionalist – power is power and sail is sail – this type of boat has found a way to combine easy trailering and easy handling into one great package. I was not a fan of trying to be all things to all people (though it is in my nature, according to friends and family). That said, I am getting used to the idea because this boat is a great boat for people getting into boating in an affordable and easy way. When deciding what route

to take – power vs. sail – power seems to have always had a perceived edge. This boat doesn't differentiate; it sells the on-the-water lifestyle first.

The allure of these trailerable powersailers is their ability to offer a wonderful summer (sailing) cruise up the shore to places one might not easily reach combined with the knowledge that a quick (power) run home is possible. Alternatively, one can do a quick (power) run to a favourite anchorage ahead of the crowd, moor in water shallow enough to wade ashore with ease and sail away at any time.

This boat looks unique – with the engine hung off the transom – but its handling characteristics are far from that. It offers both solid sailing and power performance all in one hull. This boat is easy to sail and although you'll never point



HENRI LLOYD OCTANE
LIGHT SHORTS

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like a One Design, you'll experience solid performance allowing you to track upwind comfortably in most conditions; in fact, speeds upwind in the 8 knot range are possible. Under power, speeds of 24 knots and more are easily attained.

When motoring at high speed, it has a very solid, stable ride. The steering system is connected to both the rudders and the outboard using the standard outboard control rod. The rudders are raised and the boat steers as you would a conventional powerboat. Raise the motor and drop the twin rudders and it steers like a conventional sailboat.

The fittings and features are well done; the set up of the spar is easy to do.

The standard mast raising is integrated into the roller furling system and is raised and lowered using the boat's winches. The cockpit is easily capable of holding a crew of up to 6 people and boasts tons of storage space under the seats. The helmsman's seat is offset so the captain can stay seated when the walk through transom is in use.

Below decks, there is full standing headroom. The enclosed head is on the starboard side, with the galley on port. Moving forward is a large double v-bed with a large opening hatch above for ventilation. The salon table is mounted on the swing up-keel's trunk. The entire cabin is finished in oak. Looking aft, there are two large seats with neatly designed storage areas above and below them. The surprise: a full king-size bed is tucked under the cockpit.

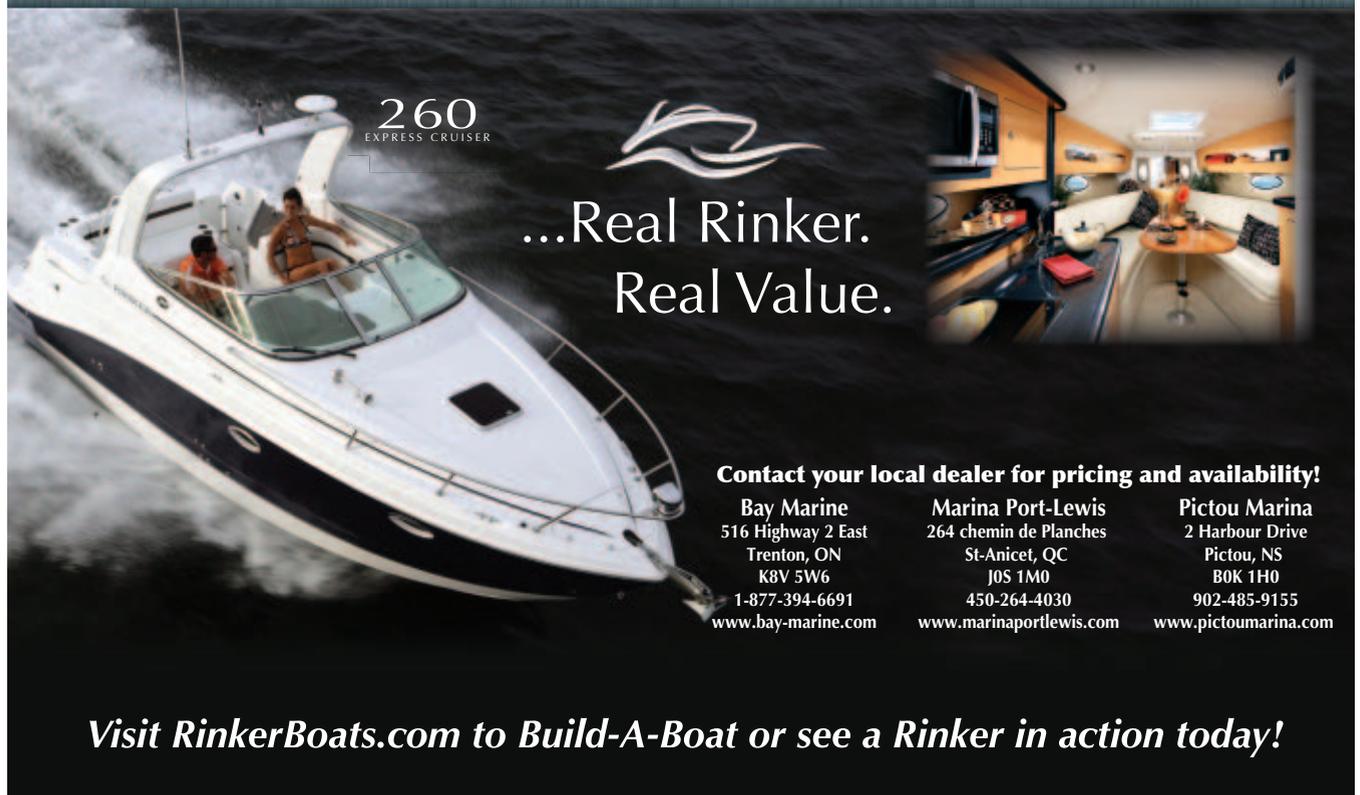
SPECIFICATIONS

Overall Hull Length	27.89'/8.50 m
Waterline	29.03'/8.85 m
Beam	8.37'/2.55 m
Waterline Width	6.23'/1.90 m
Draft	98-4.76'/0.30 m-1.45 m
Weight Empty	3,262.84 lb./1,480 kg
Water Ballast	171.58 gal./780 l
Theoretical Hull Speed	6.4 knots
Mast Length	29.53'/9.0 m
Sail Area	304.53 sq. ft./28.2 m ²
Water Tanks (2)	2.6 gal./12 l each

A large 20-gallon inboard watertank, under the front berth and a large 25 gallon gas tank under the swim deck is available for long trips.

It's evident that the pride of European manufacturing goes into this boat providing the ultimate in styling, quality, comfort and performance. All in all this boat is a wonderful choice to get the best of power and sail and have the flexibility to trailer and launch it anywhere. 🐦

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"High side," yells the skipper, a seaman from Petit Martinique with the evocative name of Emmanuel Bethel.

We scramble to starboard while "Savvy" overtakes another boat. It's stocky instead of graceful, solid instead of sleek. But it, too, slices the sea.

It's a race, even if no ordinary one. We're plowing through sapphire seas embracing the emerald Grenadines. And we're sipping on sweating Carib beers as we round Carriacou close-hauled.

Not exactly Fastnet material, this crew of ours, even if our skipper and two fishermen, from Petit Martinique, compete with all their hearts and souls.

Danny Donelan, who works at Port Louis Marina in Grenada, answers his cell and arranges dinner reservations. Behind him an outcropping of rock rears up like some surreal castle two hundred feet from the sea. Way behind him, blue and shrouded in mist, recline the mountains



The normally sleepy town ramps up for regatta.



Crews await the start gun off the beach at Hillsborough.

of Grenada.

His buddy, Graham Fletcher, goes below on a beer run. "I'm here for a good time," he says. Emmanuel yells down for him to move one of the sand bags that act as ballast for this boat. No fin keel here. "And bring up another beer."

That's when, as we slash the waters fifty yards off a thundering reef, it hits me. The Carriacou Regatta, from July 26 to August 3, is one of the best parties in the Caribbean – and a look at how things used to be in these seafaring islands.

But it is not your normal regatta.

And this is no normal boat. Her name is "Savvy". "The keel is five thousand pounds," says Jeff Stevens, who built her. "It's made from greenheart, up from Suriname. The mast is hand-planed. Traditional sloop." But it's no match for "Margeto 2", a perennial winner in the Carriacou Regatta. Emmanuel snorts in disgust and glares at the sails. "Too heavy. Tourist sails."

Seven boats start this race. One boat fouls its foresail at the start and drops

out. We finish sixth.

"Another beer?" says Graham.

No agony of defeat here. Let me reiterate: this is not your normal regatta. For one thing the Carriacou Regatta is mostly a local dish. Full of flavour and spicy as hell. On the upside, they welcome visitors whole-heartedly.

The next day, instead of racing, we recline at tables in the shade of a beachside eatery called "Snagg's" where the Caribs keep coming and the beans and rice with chicken are served to a whole congregation of ex-pats who watch their kids participate in Opti races – a sort of microcosm of the workboat races up the beach.

The races cover four days. Twelve classes of boats participate – mostly traditional working boats. When the horn blows, each crew powers its boat through the surf. They throw themselves into the cockpit and the winds catch their sails before the last man hoists himself up the

Notice of Race

For more information on regatta events and highlights, log on to www.carriacouregatta.com

In the unlikely event you tire of the regatta, or for information on accommodation, go to www.grenadagrenadines.com

Each day of the regatta offers "yacht" races for cruisers and bareboaters, even if they aren't the main attraction. To book a bareboat for those races – or just a great perspective on the celebration from your berth off Hillsborough Bay, check out www.horizonyachtcharters.com. They will even arrange a drop-off or pick-up at Carriacou for an extra fee.



The regatta is great fun for spectators and participants alike.

gunwales. The boats are impossibly close. The boom of one boat brushes the sail of another. No one seems to care. Two hulls crash, one careening to port, the other heeling so much that water floods the cockpit until two guys hike themselves over the high side.

The crowd goes nuts – then it's back to some Soca just outside a ramshackle little bar, ground zero, called D Jupa. Cheap rum, more cold Caribs and the trophies. For bragging rights are huge.

Might not be the Heineken, but for these guys – crews on long liners and fishermen and boat builders from Trinidad to Union Island – it's the big-time.

It started in 1965 when John Linton Riggs, a sailor from Jamaica who'd come to Carriacou to retire, decided the work boats and their crews needed a bit of a challenge.

"So many people earned their keep on these kinds of boats," says past chair Dexter Lendore. "Fishing and trade

between islands. That's why this is an important celebration. This is real life – and it keeps alive an important tradition of seamanship and boatbuilding."

An important tradition, but just as important is the party atmosphere.

Ten-foot speak columns belt out music as locals fill streets festooned with

overhead flags in the national colours of red and green and yellow. It is just as colourful as the boats onshore – lime green and fluorescent orange, aquamarine and teal, clustered on the sand like birds of paradise. Their names are equally vivid. "D Shark" lazes next to "Out-Rage", down the

beach from "Ghost" and "Swift."

"But it's about a lot more than just these races," says Lendore, indicating the beached fleet. "Family reunions are big – this is when people who've moved away come home to visit."

Party's no slouch, either.

You consider stretching out on your berth, but you're torn.

Tomorrow is the greased pole contest. "Big tree trunk," says Lendore. "Stuck on an angle out over the water. They don't make it – splash!" he says, grinning. "You missed the donkey race but you can still catch the half-marathon. Or the bike race."

But tomorrow is another day. We join the fete.

Danny and Graham appear from a cluster of pretty girls bopping to the Soca. Danny raises his sweating Carib in a toast. "Best party around," he yells over the music, a pounding bass groove you feel in the pit of your stomach.

Can't remember if I mentioned this already, but this is not your normal regatta. 🐭



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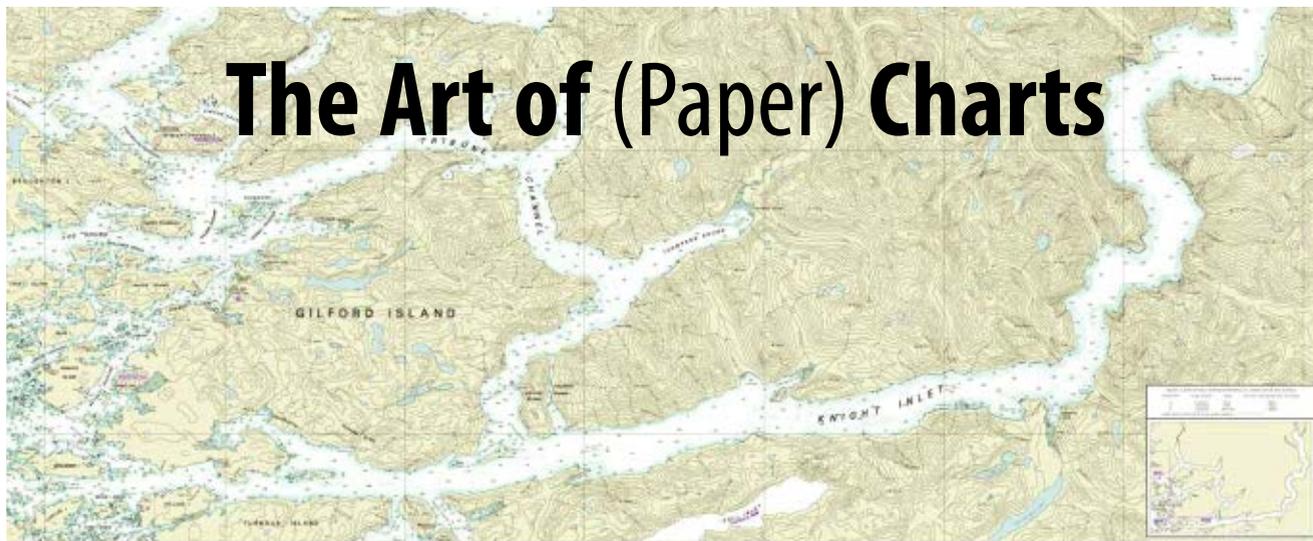
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THEY DECORATE cottage walls, get lacquered into table tops, may have coffee stains, probably have water stains, are definitely creased, sometimes rolled and always informative. They are usually only printed with a few colours of ink, mostly one sided, regularly cover about 12 sq. ft. and are chock-a-block full of details for navigation and often inscribed with an 'X' that marks the spot.

I speak of paper charts. To some, a substantial quantitative presentation of data, facts and geography essential for safe passage from port to port; to others, a work of art that happens to be useful for navigation. Taken with a pencil, eraser, dividers and parallel rules, plus some simple math and a wee bit of knowledge, you too can navigate the seven seas!

Here is some intriguing information concerning charts that might help you find your way from one port to another, or provide topics for nautical discussion while at anchor in a sheltered bay with friends aboard.

LATITUDE AND LONGITUDE

Those parallel and perpendicular lines are the human invention by Flemish cartography Gerardus Mercator who, in 1569, tried to bring order to the round-

ness of the globe in transferring it to the flatness of a chart. It is not perfect with growing inaccuracies as you near the poles, but it has seemed to work well for close to half a millennium.

Lines of longitude or meridians circle the globe north to south, each one the same size as the other as they all pass through the north and south poles. Interestingly, by running north and south they measure degrees and minutes of arc east and west from the Prime Meridian (0°) which passes through Greenwich, England – and obviously other towns and villages coincidentally located on that line. (Note: Only in the late 1880s did everyone finally agree to use Greenwich except, go figure, France who continued to use a meridian that ran through Paris, a few degrees to the east, for several decades – but I digress.)

Lines of latitude or parallels run around the globe east to west and their circumference gets smaller as they go north and south from the widest part of the earth, the equator, that being the 0° line of latitude. These parallels measure distance north and south in degrees and minutes.

One of the most important details about these lines and measurements for

chart work is the saying, “a mile a minute.” On the right or left side of a chart are units of latitude in degrees and minutes and one minute of latitude equals one nautical mile – period. But, always use your dividers to measure the latitude scale nearest your position on the chart due to Mercator’s projection which sees the physical length of a minute of latitude change from the lower part of the chart to the upper part. (Note: To those downunder or planning to cruise there, it’s the other way around, upper to lower.)

THE COMPASS ROSE

Is there a prettier term or a more beautiful diagram with such potency? Well, maybe I have gone overboard with such flowery language, but let’s see what this diagram offers us. We know, although we may not fully understand, that the earth has a magnetic polarity that is subtle enough to be able to consistently pull a metal needle floating freely in some medium, to align north-south.

Although the lines on a chart are perfectly north/south and east/west they do not truly reflect the magnetic pull of the poles. What this means is that a compass on a boat will point north but it is the

magnetic north not the true north – and that magnetic north direction is a little different from place to place and changes gradually year to year. So back to the chart and the compass rose, we see that the true bearings are north/south, but the magnetic ones are usually off a bit to the east or west. Cartographers are pretty bright people and not only do they know the variation between true and magnetic for each chart, but the amount that the variation changes each year. In any calculations that you do or courses you set, you must include the variation and convert between true and magnetic headings – AND – know the age of your chart since the variation displayed in the compass rose is for the year that the chart was printed.

If the chart is five years old, you will have to add or subtract the annual variation change that is displayed there to ensure your plotted or steered course headings and bearings are accurate.

With this knowledge, it is now up to good manipulation of the parallel rules to line up a bearing from the compass rose and translate it from a course heading – or vice versa.

WATER DEPTH

One of the most important things that charts do is tell us how deep the water is. Whether you think it is more important

to know where the deep water is, or where the shallow water is, depends on your perspective about that well known glass of water – half full or half empty.

Depth has traditionally been measured in feet and fathoms, a fathom being 6 feet, but more and more we are seeing metric charts where depth is measured in metres. It is not a Canadian initiative but rather one supported by the International Hydrographic Organization (IHO) based in Monaco of which Canada is a member. So, just like our Canadian ability to convert Celsius from Fahrenheit, miles to kilometers and pounds to grams, be prepared to shift your nautical mindset from feet and fathoms to metres and your depth sounder display as well – depending on each chart you use.

CHART SYMBOLS

Depth indications alone do give us a good idea where we can navigate and where we can't, but charts are peppered with symbols of fixed and floating aids as well as landmarks, wrecks, underwater cables, and even artillery ranges. One of the worst things that can be done on a chart is to plot a course by "connecting the dots", drawing course lines from one buoy to another regardless of other information provided on the chart. There are currents, shoals, those artillery range 'no go' zones, busy commercial shipping

lanes, submerged obstructions and fish havens. The Canadian Hydrographic Service Chart No. 1 is an integral tool for chart work and even though it is called Chart No. 1, it's a book, entitled Symbols, Abbreviations and Terms Used on Nautical Charts. Reading and applying this book gains you membership into the esoteric society of chart readers since gleaned all the information a chart can offer you is a secret few have unraveled. But also keep an ear to Coast Guard radio stations as they broadcast (and print out) Notice to Mariners (NotMars) that inform mariners of new buoys, changed buoys and out of service buoys.

This brief review of the hydrographic chart should motivate you to take a closer look at the charts you use and think twice about plotting courses, reading bearings off compasses, noting depths, recognizing buoys and correcting the variation based on the age of your chart.

Indeed, there's an 'X' that marks the spot on every chart and with a pencil, an eraser, dividers, parallel rules and a bit of knowledge, you'll find a treasure chest of information right in front of your eyes. 🗑️

NOTE: The Canadian Power and Sail Squadrons (CPS) cover chart reading in detail in their introductory level "The Boating Course". www.cps-ecp.ca

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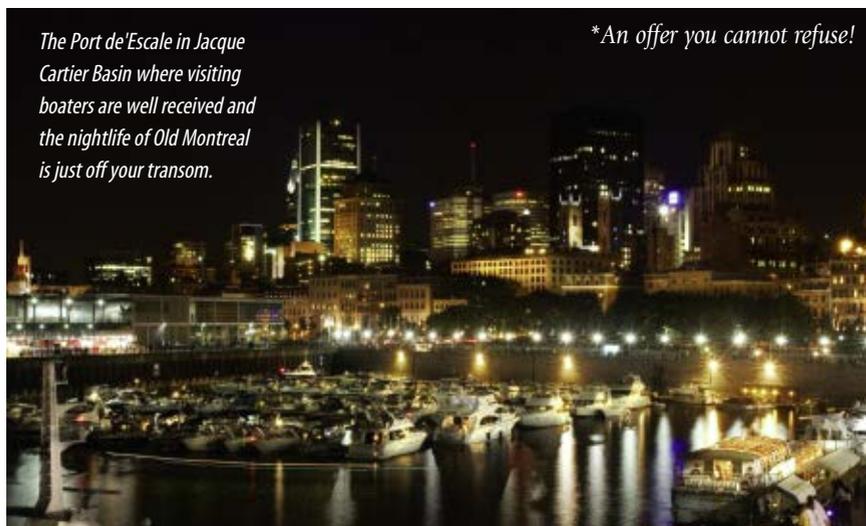
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Une offre que vous ne pouvez pas refuser !*

By Greg Nicoll



The Port de'Escale in Jacque Cartier Basin where visiting boaters are well received and the nightlife of Old Montreal is just off your transom.

**An offer you cannot refuse!*

and facilities have been constantly improving and upgrading. This year, it boasts new showers and laundry facilities. Our host, Harbour Master Marco Lenzi took great pride in showing us the 2.7 km of the Old Port stretching from the Lachine Locks to the Clock Tower over looking the Yacht Club Montréal. The grassy boulevard adjacent to the waterfront is for everybody and the entertainment is non-stop. Throughout the season you'll see everything from Cirque du Soleil to street buskers and a diverse list of festivals offering something for everybody. It is well worth the docking fee. Booking ahead is a great idea and this year Marco and his staff are expecting a

CHEERFUL AND VERY enthusiastic were the first two things that struck me as I entered the Société du Vieux-Port de Montréal booth last January at the Toronto International Boat Show. "Come to Montréal", they said. "See what we have done to our harbour. Get immersed in the port's new life and sense the energy that is everywhere around the Old Port."

In true Galley Guy style, we couldn't say no, especially knowing that Montréal is one the most sought-out cuisine centers in the world, with over 5,000 restaurants representing cuisine from over 80 different nationalities – a Galley Guy must-go destination.

So, how to get there? Everything worthwhile takes a little effort, so getting to the Old Port will take some time and a little money, but if you follow the rivers and historic canals while passing the scenes so vital in the creation of Canada,

you'll get there. The trip is rich in natural beauty and historic significance with a variety of water and land-based activities to make the journey a truly memorable experience. There is an abundance of information on the Parks Canada website on the locks, times and fees. From my home base in Toronto, it is approximately 500 km (or 270 nm).

During the shipping season, more than 2,000 pleasure craft of all kinds pass through the seaway. Pleasure craft are welcome, but they must be at least 6 m (20 ft.) in length and weigh over 900 kg (one ton). There are special docks and tie-up areas along the seaway for pleasure boaters. These docks are equipped with telephones and staff will help with the tie-up in the lock chambers.

Once you get to The Old Port in the heart of old Montreal, an exciting adventure awaits. The dockage facilities are at Port d'Éscale in the Jacques Cartier Basin

Fast Facts

- The Old Port of Montreal Website
www.vieuxportdemontreal.com
- The Great Lakes St. Lawrence Seaway System
www.seaway.ca/en/recreational
- Parks Canada Historic Lachine Canal
www.pc.gc.ca/lhn-nhs/qc/canallachine
- New York State Canals
www.canals.state.ny.us
- Parks Canada Rideau Canal
www.pc.gc.ca/lhn-nhs/on/rideau
- Lachine Rapids
www.sautemoutons.com
- Dining on the Bateau Mouche
www.bateaumouche.ca
- Auberge Bonaparte
www.bonaparte.com
- Montreal Tourism
www.tourisme-montreal.org
- Casino de Montreal
www.casinosduquebec.com
- BIXI Bycycle Rental
www.bixi.ca



Montreal greeting: The Galley Guys are greeted by the hostesses at the themed restaurant Caberet du Roy for a taste of New France in Old Montreal, on Rue Saint-Paul. www.oyez.ca

great season with a repeat of the 28 megayachts that chose the Old Port for a stay last year.

Old Montréal is right there! Narrow cobble stone streets, galleries, shops, coffee bars and exciting nightlife are all within an easy stroll of the docks. After your cruise to the Old Port, if you need to soak in a tub or feel the comfort of fresh linen, try one of the dozens of charming and historic boutique hotels. We chose the Auberge Bonaparte on Rue Francis-Xavier and we were not disappointed. Dierdre on the front desk was a great source of cheerful information. Strolling, boutiqueing and my favourite sport – people watching inconspicuously from behind a pair of Serengetis – are fantastic. And, a little romance can fill much of the time between those Old Port's daily big decisions, like where shall we go for dinner? The summer weather in Montréal is perfect for dining "al fresco"; it just makes everything taste better! I have always used words like patio, deck, or veranda to describe outdoor eating venues, but in Montreal you dine on the "terrace" where you are quickly transcended to an 'old world' feeling of intrigue, flair and epicurean delights that will long be remembered – very fondly. Rue St. Paul, running parallel to the waterfront, has so many great restaurants that you could tie up for a month and still have reason to come back.

Luck was with us on one evening as we were able to snatch the last two seats aboard Le Bateau-Mouche for the Soupers-croisières. Alain Pignard, Executive Chef of the Fairmount Queen Elizabeth Hotel and his staff prepared an elegant table d'hôte menu of seven courses that showcased many of the finest foods 'la belle province' has to offer, from fillets of Québec wall-eye to stunning cheeses from the Charlevoix region. All were carefully selected and elegantly presented while cruising the St. Lawrence River with the backdrop of the dazzling lights across the skyline. Sitting at the next table was a young couple celebrating their first wedding anniversary. Meeting them was a treat

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although we had to overcome to some obvious linguistic limitations; however the evening concluded with a toast with a delicious glass of local ice cider – Domaine Pinnacle Sparkling Ice Cider 2004. Our narrow range of the French language was not a problem whatsoever during our visit; the challenges and effort really added to our sense of adventure and the mystique of ‘foreign’ travel.

One way to work off the bounty that comes with savouring the Montréal restaurant scene is to rent a BIXI. Scattered all over downtown Montréal is a series of rental bike racks called BIXI. Just stick your credit card in the kiosk and choose daily or monthly rates and rent a bike. Easy to ride and well maintained, the bikes can be picked up or dropped off at spots located all over the downtown. The first ½ hour is free with your daily fee and you pay by the ½ hour. There are a number of paths and a whole day can be spent cruising the city and building an appetite for your next great meal.

A great trip to take on the BIXI is to the farmers’ market on Marché Atwater. The ‘inside’ market is home to many butchers and the Première Moisson Bakery and restaurant. The ‘outside’ market has many farmers’ stalls which sell both local and imported produce. There are as two cheese stores, a wine store specializing in locally produced spirits and a fish store – a great spot to replenish the galley.

If you have any spare change in your pocket, hop over to the Casino De Montréal on Île Notre Dame. Formerly the French and Québec pavilions of Expo 67, the Casino de Montréal offers over 3,000 slot machines and 120 gaming tables. It is also home to the Cabaret, a spectacular 500-seat performance hall as well as four restaurants to suit every taste. However, going to the casino should not be mistaken for, or referred to as ‘gunkholing’.

For kids of all ages, biking is a great activity, but there are also tons of options to enjoy minutes from your berth. The Montréal Science Center, IMAX Telus Theatre, La Ronde amusement park, paddle boats, renting a Segway, discovering Pirates Corsaires et Flibustiers the Pointe-à-Callière, and the Montréal Museum of Archaeology and History are all within walking distance. My favourite was riding the Lachine Rapids aboard the jet boats at Saute Moutons. The company’s guarantee is that you are going to get wet!

For the Galley Guys, the trip to the Old Port was a special time to enjoy boating and to feast on great food and fine spirits. A trip for you to the Old Port of Montréal could make it the year that everybody gets what they want; more time on the boat for some and an international adventure for others.

Amusez-vous bien ! 🐟

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Fugawi X-Traversal and the Apple iPhone – Talk About Convenient!



download data without wires to their mobile device (currently an iPhone). Initially, X-Traversal opened up the direct download of Fugawi's own topographic maps (Touratel Maps) to Fugawi PC-based software; now the service is attracting more and more data suppliers to the X-Traversal system.

Early this spring, Fugawi announced that Hilton's Realtime-Navigator has been added to the online Fugawi X-Traversal collection. With Fugawi X-Traversal's support, users see their GPS position on saltwater maps using the popular iNavX software. When planning a fishing expedition with Realtime-Navigator, you can determine ocean current, colour, temperature and altimetry tendencies that often affect baitfish location. You can plot waypoints and save tracks in Fugawi Marine ENC and then transfer them to iNavX software on the iPhone, or vice versa.

More recently, the company announced the addition of Canadian Trak Maps to its online Fugawi X-Traversal Map collection. Trak Maps cartography currently includes over 40 lakes in Ontario and 130 lakes in Quebec.

Then, expanding things dramatically, Northport Systems announced the addition of the award-winning Navionics marine and outdoor charts. Adding to iNavX's support of raster maps including NOAA RNC, Swedish Marine Charts, and TRAK Maps, users now have subscription-based, fingertip access to worldwide Navionics Gold+ international marine, HotMaps Premium North American fish-

SORRY FOR the pun, but it does fit. We all have cell phones now and that connectivity is a very convenient way to get information and services.

Technology today is progressing at a dizzying pace, yet we enjoy advances in user simplicity made possible by that technological development. The new Fugawi X-Traversal software from Canadian-based Northport Systems Inc. is just such a development.

What we care about, as boating consumers, is the end benefit. In this case, that benefit is simple: easy navigation using your cell phone.

For boaters of all types, the new Fugawi X-Traversal website (www.x-traversal.com) enables users of mobile software to exchange data with PC- or

Mac-based software using X-Traversal as the hub for the data. X-Traversal is a website which lets you save, retrieve and move data across iPhone or other mobile devices or desktop applications. The key functions are:

- Download maps and charts for use in Fugawi Marine ENC, iNavX, MacENC software.
- Transfer waypoints between iNavX, Fugawi Marine ENC and MacENC software.
- Backup or export your iNavX waypoints for use in Google Earth or other popular software.
- Request GRIB file weather data for use in iNavX for iPhone.

With X-Traversal, users go to the web and just like making a phone call,



ing and European Discovery outdoor charts from www.X-Traversal.com.

Like the other products, Navionics charts are downloaded directly into iNavX software through the iPhone's internet connection (Edge, 3G or WiFi) and are saved locally on the phone for use when outside of cell phone or WiFi internet coverage. With an enabled X-Traversal.com account and a subscription to one or more Navionics regions, iNavX users may view their location on Navionics charts using the iPhone's integral GPS receiver. Users can seamlessly pan and zoom the charts, query objects, plot and navigate waypoints and get GRIB file weather data. Users can also transfer waypoints and saved routes through X-Traversal to PC- or Mac-based navigation software such as Fugawi Marine ENC or MacENC. iNavX will also plot AIS vessel traffic when connected by WiFi to a suitable AIS receiver or NMEA data stream.

The biggest news is that now Canadian Hydrographic Service (CHS) Digital Charts have been added to the X-Traversal collection. These are raster charts produced by the CHS and are available from X-Traversal in a proprietary format for use with X-Traversal compatible software.

We interviewed Robin Martel, Northport Systems' president. At my request, he got out his own Apple

iPhone, downloaded the Lake Ontario chart data and zoomed in on Toronto Harbour – all within perhaps 90 seconds.

The X-Traversal contract allows a main data installation and a "back up". This could be a download to your cell phone and a back-up to your PC or MAC that

has Fugawi Marine ENC software installed on it. Costs might be \$49.95 for a complete set of CHS Lake Ontario charts including harbour data or as little as \$9.95 for some Navionics US chart packages.

Your computer's "big screen" is easiest for route planning and the mobile device is super handy for actual navigation, especially in a small boat. Pull out your iPhone and with your fingers, zoom in, set waypoints and chart your route with ease in daylight and in a format that is easy to save. Martel reports that many sailors and cruisers are attracted to the iPhone navigation as a backup to their traditional dash-mounted plotter. For example, while overnighing at anchor, you can simply pull your iPhone out of your pocket and check that your boat hasn't drifted, all from the comfort of your bed.

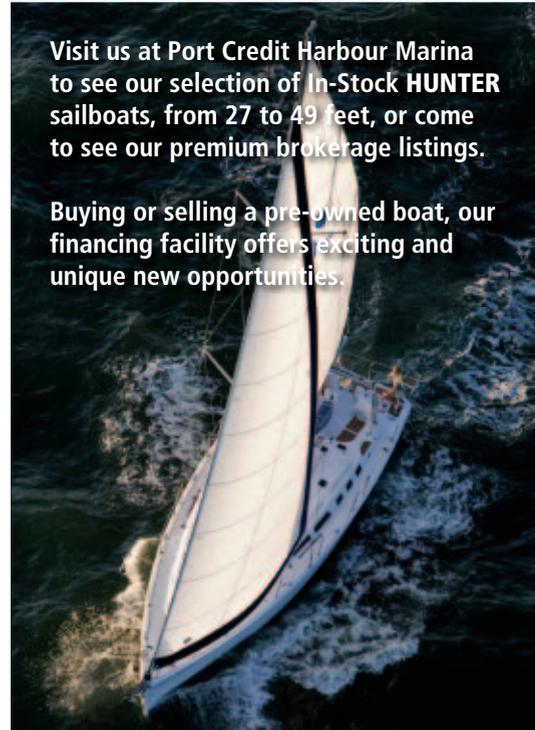
If you travel out of range of the charts you have downloaded, just download the next set and keep going. From the demonstrations we have seen and the jaw-dropping simplicity that this new software delivers, you can safely expect that more and more cartography and other useful tools will continue to migrate to the X-Traversal platform and onto your cell phone.

Especially for those with smaller boats, this is big league data in a pocket format! 🖱️



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CATALINA 27	1979	\$11,500	GOZZARD 36	1988	\$129,000
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C&C 30	1974	\$29,900	CORBIN 39	1981	\$70,000
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29'	Hunter 290	2000	\$62,900 CAD
29'	Hunter 290	2000	\$59,500 CAD
30'	Alberg	1978	\$9,500 CAD
30'	Hunter	1989	\$44,500 CAD
31'	Hughes	1980	\$24,500 CAD
33'	Delphia	2008	\$169,900 CAD
33'	Hunter	2005	\$119,000 CAD
33'	Hunter	2004	\$113,500 CAD
33'	Ontario Yachts Viking	1974	\$31,500 CAD
34'	Hunter	1983	\$59,900 CAD
35'	Hunter 356	2002	\$129,900 CAD
36'	C&C 110	2007	\$227,000 CAD
36'	CS CS Merlin	1988	\$84,900 CAD
41'	Hunter 41 AC	2006	\$239,000 CAD
41'	Hunter 410 SS Arch	1998	\$159,900 CAD,
41'	Hunter AC	2004	\$199,000 CAD
42'	Hunter 420	2001	\$179,000 CAD
45'	Hunter 45 Centre Cockpit	2007	\$299,000 CAD

Length	Boats	Year	Price
45'	Hunter 450 Passage	2000	\$215,000 CAD
45'	Hunter Legend	1989	\$134,900 CAD
POWER			
25	Rinker Fiesta Vee 250	2004	\$45,000 CAD
26	Chris Craft 260 Express	1998	\$25,500 CAD
35'	Bayliner Avanti 3550	1990	\$39,500 CAD
36	Mainship Nantucket	1988	\$50,000 CAD
37'	Silverton Motor Yacht	1988	\$64,500 CAD
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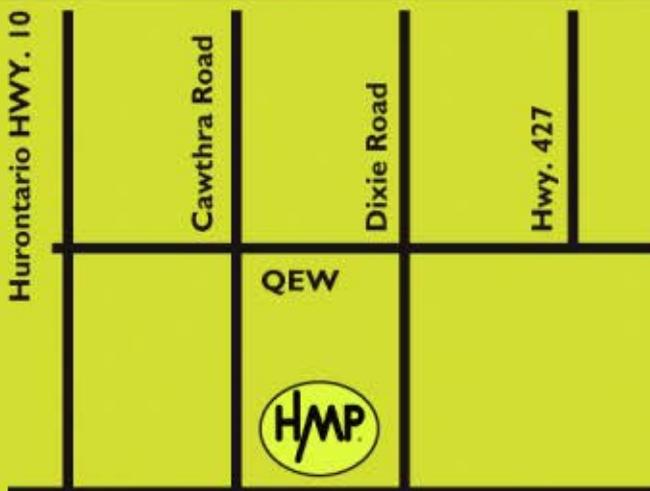
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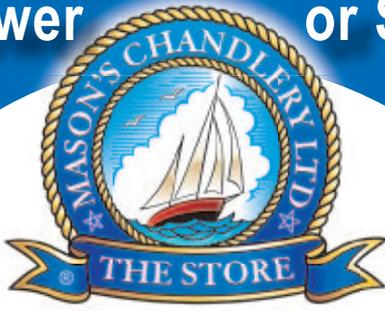
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As I was discussing with the fish...

TODAY, I report from the shore, enjoying the gulls and zebra mussels as my philosophical companions. I cast my eye out to the harbour as peaceful and empty as a Hummer showroom. Time to reflect.

Why do we enjoy boats when there are so many other ways to get around? Sailboats are a particular anachronism (with some exceptions that we will get to shortly); powerboats aren't much different. Traveling by water is now relegated to coal and offshore-manufactured kitchenware. People don't have time for that foolishness. Transportation for getting anywhere is by plane or BMW. Except among us, the boat fanatics.

Boaters, I offer, are either well behind the times, or well ahead. Since this publication is the voice of the Canadian boating community, let's go with the latter.

First stop: your neighbourhood marine store. Even people who don't remember anything prior complain about today's retail environment. Long gone are the days of personalized retail shopping.

Oddly, marine stores defy gravity. Just last week, my aft lazarette needed one of those spring thingies that hold the hatch door open. Possibly because that's a low volume item, no sensible retail big box store would ever consider anything so arcane. But, at a local boat parts store, like The Dock Shoppe, they offered five different sizes! Sure, the packages were a bit dusty, but there they were. I was magically transported back

in time, heading into the old Tom Taylor store or the Brewer Bros., or some aging chandler by some ancient wharf I picture in my soft focused imagination.

We bitch mightily about the prices of marine parts, but imagine the inventory costs involved with carrying all that stuff. I selected the parts, then picked installation bolts from three walls of tiny, bulging fastener drawers. Who would have the patience to stock all this in a time when elsewhere in the world blister-packed screws come in just two available sizes. Marine stores still take the time to segregate flat heads from machine heads and matching nuts in hex or wing. Wow!

Stop two: Formula One car racing. Suddenly the F1 car-racing world is caught up in a spending debate that may fracture the whole sport. Over recent years, boat racing has attempted the same sort of self-destruction.

The pinnacle of sail racing was the prestigious America's Cup – the oldest trophy in sport. When I visited Australia for its first 12-metre defense, I reported on what was undoubtedly the most exciting race the world had ever seen, filled with heroics, keel design intrigue and exciting personalities. Since then, the Cup has turned into a bizarre maelstrom of rental studs, court challenges and money shredding. Just like F1!

Despite this malaise, boating at the grassroots level goes its merry way. Club racing is finally enjoying a revival now

that the world realized that the specialty channel mast cam is not a substitute for actually going racing. The J24, Shark and Beneteau fleets may not have returned to the pre-destructo days of yore, but there's a wave building.

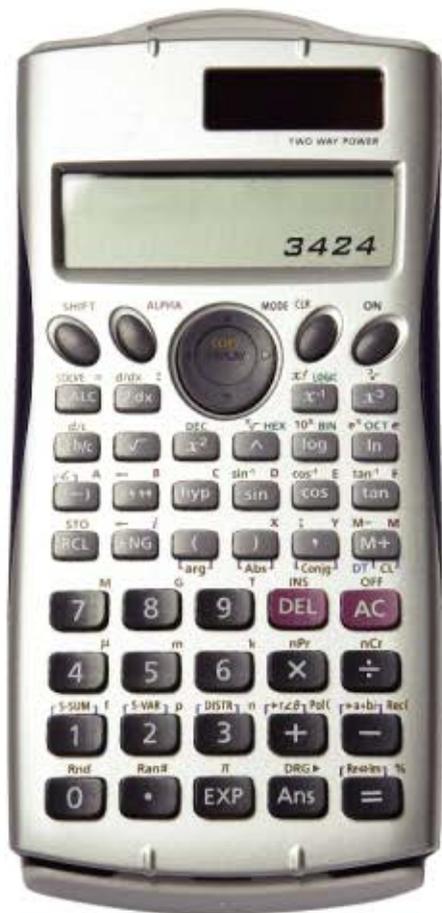
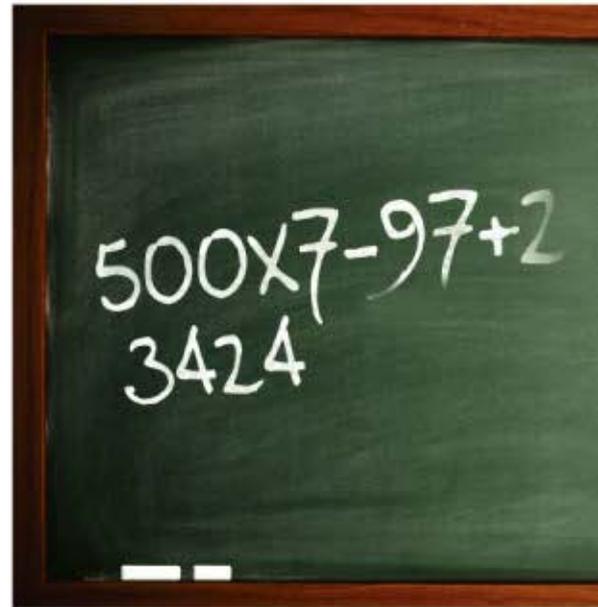
You read it here first, fans. Everything old is new again. Or soon will be. Boat people have it right and the current recession has proved it. Get rid of that cell phone – VHF is about to make a comeback on Channel 16! Get on your boat; don't worry about carbon fibre.

Stop 3: Advertising. Greg Nicoll had a smart idea for a project. With your help, we will take a look at the wonderful world of boats and advertising. Have you noticed how many lifestyle magazines pose products on boats? Boats apparently provide sex appeal. Models are all buff and bejeweled. Recently, I saw a melting woman splayed on an inflatable adoring her D&G eau de toilette. Next, aboard a schooner, three hot trendies are looking irresistible at an soirée replete with a bottle of Grey Goose. Is this your reality? 🐟

So, CY readers, that's your assignment. Send us your favourite outrageous boat lifestyle ad to cy.crossingtheline@gmail.com whether it's a wet life jacket on a high-end Lexus, or a \$15k Movado as some hunk anchors his SeaRay. Send them in and we'll share the fun.

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