

# CANADIAN Yachting

## Special Spring Launch Issue

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An Environmental Challenge  
for the Great Lakes

**Midland Hosts Atlantic  
Challenge 2010**  
14 Countries, 300 Kids,  
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# Countdown to a Sunshine Summer\*

**45 DAYS, 7 HOURS,** 33 minutes a 4 seconds until launch day. As I sit finishing this article, the sun is beaming through my window; the current temperature reached 18° at 3:00 p.m. today! I could convince myself that the glare on my computer screen prevents me from continuing...but so be it...the show must go on.

The 2010 boating season is clearly fast approaching. Have you got your PCOC yet? Effective September 15, 2009, anyone wishing to operate a power-driven boat is required to show proof of competency. Certain age and horsepower restrictions will apply for youths. If your pleasure craft is temporarily or permanently fitted with an auxiliary gas, diesel or electric engine or you are carrying an such an engine on board that can be fitted to operate your pleasure craft, you do need proof of competency. Check [www.cps-ecp.ca](http://www.cps-ecp.ca) for a class close to you!

While waiting for the sunny weather, enjoy Paul & Sheryl Shard's story about two-foot-itis in action and hear all about their new Southerly 49 already launched and waiting to head north to the Baltic Sea. Or plan a trip to the west coast to cruise or charter using the Yeadon-Jones primer on four key cruising destinations. While you're at it, read CY Staff reviews on the Grady-White 330 Express, the 60' Quadzeus.com, the Dufour 405 and the Catalina 455.

On a more serious note, please read Glen Cairn's story on Asian Carp and its threat to our environment. Learn how to upgrade your VHF to integrate GPS and AIS, the benefits of installing a Maretron NMEA 2100 and the need to invest in an FLIR!

You don't own a boat but you really want the boating lifestyle. Read about SailTime – Canada's largest and best-supported fractional use program for both power and sail. Currently only available in GTA, expansion to the west coast is quietly in the works.

For the competitive sailing community among us, check out the story on the new Harken winch and flip over to see what Paddy Boyd is sharing about CYA's 'countdown to 2012' strategy. Don't forget to check out [www.sail-world.com/canada](http://www.sail-world.com/canada) to keep up daily on Canadian and international sailing news. While you're there, sign up for the weekly newsletter too!

And don't forget to enter your boating story into the Talisker Tales Contest to win one of three VIP weekends for Two in Toronto including an invitation to the scotch nosing party where the final winner will be selected.

Soon it will be time to join ratty and mole! Make sure you have your Spring Checklist with you! No matter what, stay safe and have fun. ↗



\*Toronto Star, March 17, 2010: Summer outlook: Lots more sun and heat than last year. The season, which the weather service defines as June, July and August, will feature more days where temperatures hover above 30 C, more hours of sunshine and less rain than last year, according to climatologist David Phillips.

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I found that, as the cruise continued, a lot of our conversations ended with "Really?"



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Cover:  
Dufour 405. See Boat Review on page 36.

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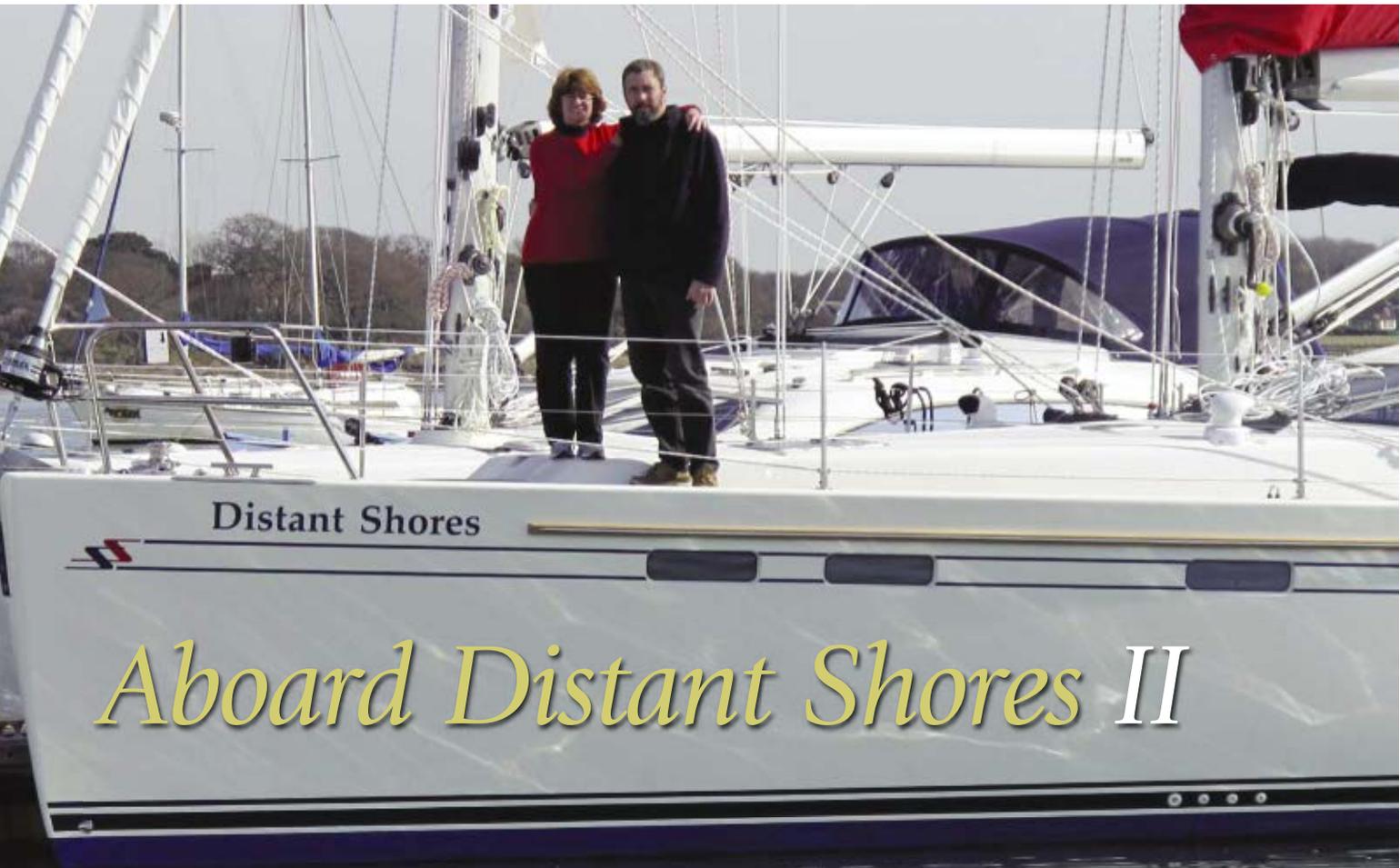
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## *Aboard Distant Shores II*

**T**wo-footitis – the need to move up to a boat 2-feet longer than the one you have – is an ailment that hits most sailors as their passion for the sport grows, new challenges are sought, the crew expands or, let’s be really honest here, the desire for bigger and better toys hits hard.

Initially Paul and I were immune to this affliction. We lovingly cared for and sailed our self-built Classic 37 sailboat, Two-Step, for 19 years (after 3 years of building her) and put 60,000 nm under her keel cruising to over 50 countries before we finally admitted that we had outgrown her. We loved her but we were tired of “camping” in this simple although pretty boat. We realized that we were being limited by

her six-foot draft as we enjoy creek-crawling and exploring shallow places. Something with a shallow-draft appealed. However, because we do a lot of passagemaking too, we needed a seaworthy offshore boat and many shallow-draft designs aren’t up to this. And since we live on board most of the year, we wanted a more spacious and modern sailing home.

In 2007, after a lot of research, we took the plunge and purchased a brand-new semi-custom Southerly 42RST (for Raised Salon Twin-wheel), a variable draft sailboat built in England by Northshore Yachts with all the mod-cons – hot and cold pressurized water (seriously, this was a big new feature for us), on-deck and below-deck

showers, a watermaker, a generator, all the latest electronics, a washing machine – you name it, we put it on this boat, which, by the way, was going to last us forever, or we thought at the time.

We loved our new boat named “Distant Shores” after the sailing program we film and host. We took her to her limits cruising offshore (enjoying her nine-foot draft) – from England to Spain and Portugal, offshore to Madeira and the Canary Islands, and a down-wind sleigh ride across the Atlantic Ocean to the Caribbean. We varied the draft like a dinghy to revisit the islands, including swinging up the keel to her 2’ 10” draft to gunkhole in shallow places in the out islands of the Bahamas and

*Left: At the publishers request, Paul and Sheryl took a shot of their new Southerly 49 this morning while both on board and getting ready to start their next adventure on Distant Shores II.*

*Below: On a royal visit to the London Boat Show, Her Royal Highness, the Princess Royal (aka Princess Anne) comes aboard the Shards' new Southerly 49. She is greeted by yacht designer, Rob Humphreys, and managing director of Northshore Yachts, John Warne.*



along the east coast of the USA. We could never have done this with "Two-Step". We went back down to the tropics for another winter of tradewind sailing in the Caribbean and the Bahamas. (See past issues of CY to read about these adventures.) Over the last few years, we have sailed 16,000 nm on our Southerly 42.

So guess what. Two-footitis has struck again. Only this time we've gone metric. We've got a serious case of two-METRE-itis and have purchased a new Southerly 49. In fact, we moved on board this glorious vessel yesterday and I am sitting aboard "Distant Shores II" in Chichester Harbour on the south coast of England writing to you from my new floating office. (It's amazing how you can justify things when you suffer this affliction.)

Let me tell you how it all started.

The first symptom occurred when, in 2008, Northshore Yachts announced they had commissioned yacht designer Rob Humphreys to design a new Southerly 49 as the result of a custom order they had received from an Australian with plans for a circumnavigation. Rob Humphreys also designed

the hull and interior of the Southerly 42 which has exceeded our expectations for speed and comfort. (Note: Stephen Jones designed a new cockpit and aft cabin for Rob Humphreys' design of the original Southerly 42RS to create the Southerly 42RST, an alternative version, and the version we have been sailing on, but the hull is the same.)

"Hmmm. This looks interesting," said Paul casually when the announcement arrived by e-mail. I should have known then. We were on our way south and about to do a weeklong bash to windward from the Bahamas to the Caribbean for another winter of tropical cruising at the time.

After reaching Antigua, we sailed the warm breezes from English Harbour to Tortola in the BVI and through the winter Paul kept in touch with the progress of the first 49 in build. Then, in the spring, just before the first Southerly 49 was ready to launch, Paul received a request from friends to accompany them to the Northshore factory since they were considering purchasing a Southerly and wanted his advice. Well,

he couldn't let friends down could he? Hmmm. Suspicious.

I flew home to Canada to visit family while Paul flew to England to help our friends and "to catch up with the shipyard to see how the company was doing in the midst of the world news of economic slowdown." Why did I not hear the danger bells then?

Apparently things are going quite well. When our 42 was launched in November 2007, Northshore Yachts had started construction on a new factory

*Sheryl Shard enjoying their first evening at anchor aboard the new Southerly 49 in Chichester Harbour on the south coast of England. In a few weeks when the weather gets warmer she and Paul will begin a voyage to countries of the Baltic Sea.*



*Paul at the helm of the new Southerly 49 during trial sails on Chichester Harbour.*

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## TWO-FOOT IT IS



*The raised salon is one of the features that Shards love about both the Southerly's they've owned since you can always see what's going on. They found also that fewer guests got seasick compared to other boats since in the raised salon you can always see the horizon down below.*

building and in March 2009 when Paul made this decisive visit to England the building was finished and full of new boats in build. The UK pound has been down against the Euro and the US dollar, so maybe that's partly responsible for the productivity, making the Southerly more affordable. This certainly opened the possibility for us to move up.

At any rate, Paul reported a busy shop with not only the first 49 close to completion but a new 57-footer well under way. The plug for the 57 was completed and hull number one was to be moulded shortly. Like all Southerlies, the 57 has a swing-keel and will draw just over 3 feet with the keel up. I guess I should be grateful that the 57 didn't catch his fancy!

So, as a result of that visit, the decision was made. In truth, I can't blame Paul alone for making the decision to move up to a 49 after just a few years of sailing our the 42. (Come on. We did 16,000 nm miles with the boat. The racing enthusiasts at our club change boats faster than us with fewer miles. Am I justifying? After almost 25 years of marriage have I not learned that Paul is amazingly persuasive?) Anyway the new 49 had also captured my imagination and I am very happy about moving up.

She is a very fast and spacious boat. In many ways she is like a bigger faster version of our 42 which has been a truly

great cruising boat. She has all the Southerly features that we love – a raised salon for excellent visibility below and, of course, the variable draft keel. A lovely laid-out aft cockpit for ease of sailing but for entertaining too with the addition of two large stern-rail benches on the 49 (nicknamed Gin and Tonic seats). And the 49 is designed with our favourite double headsail rig as a standard feature (it was an option on the 42). The decks are wider and the teak will be nice to give good footing when you go forward at sea.

Looking at the dimensions shows a different emphasis in design. The LOA increased from 42.2 to 48.5 feet (an increase of 15%); the waterline increased by 15% too. The beam, however, increased by only 4% from 13.2 to 13.7 feet whereas the keel/ballast increased from 8,091 to 11,530 lbs. – a 42% increase.

So, basically, the new boat is a sleeker version of the 42: more than six feet longer and with a much deeper keel but only six inches wider. Yet it has much wider side decks than the 42 which I appreciate when going forward. Although bigger than the 42, much of

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## TWO-FOOTITIS

the additional length of the 49 is in the bow section where we now have a very large (as in easy-to-stow bicycles size) watertight locker.

This should mean a much more powerful and faster hull. As Paul says, "She is a very sleek boat and should be very fast. Not that the 42 wasn't quite fast – the 49 will be faster!"

One of the most interesting engineering features of this Southerly that greatly appeals to Paul's techie nature is that she uses leading edge "distributed power systems". This means instead of a big main breaker panel, there will be nodes throughout the boat that control the electrical system closer to the items being controlled.

Distributed power has two main advantages. Firstly, it allows much more control and monitoring of the use of electrical power, and secondly it reduces wiring and the massive bundles that used to make their way aft to the panel. (But more on this in future articles.)

For me the selling points were the larger galley and the main stateroom forward rather than aft as in the 42. The galley on the Southerly 49 has much more counter space than on our 3-cabin version of the 42 (which tends to compromise the galley as compared to the two-cabin 42). The galley on the 49 also has better visibility for vertically-challenged cooking enthusiasts such as myself. Since we live aboard most of the year, there is lots of space for the appliances I missed, such as a good top-loading freezer and microwave in addition to the front-opening fridge/freezer I had on the 42. There are also way more drawers and cupboards for good easy-to-access storage.

The main stateroom forward on the 49 has better headroom than the beautiful aft cabin on the 42. Since we both



*The Shards have one of the first Raymarine hybrid chartplotter (a multi-function device). Here, Rupert Peam of Raymarine goes over the process of installing and updating the software as part of the commissioning process for the new boat.*

work on board, the little desk in the stateroom means we have an additional private workspace; we can close the door, too, if the other wants to listen to music or have friends aboard in the main cabin. If I add a mirror, I could make it a vanity. OK a chic thing, but it pays to have little details that make every member of the crew happy.

In July, we both flew to England to test sail hull number one of the 49. We only had light winds but wow did she go. We managed 6 knots in just 7-8 knots of breeze!!! We scooted right past ALL the other boats out that day. We also got a look at our new 49 in build in the factory. Just early stages yet but a thrill nonetheless to walk around in the hull.

This January we were back to England where our new Southerly 49, Distant Shores II, was on display at the London Boat Show. What a thrill it was to walk into the ExCel Centre and see her sitting there under the show lights. And if that wasn't exciting enough, Princess Anne came aboard during her royal visit to the boat show. Royalty on board.

On March 9th – one week ago today – we took delivery of the boat and after commissioning have moved on board to begin our next adventures – a voyage from England to countries of the Baltic Sea. 🐾

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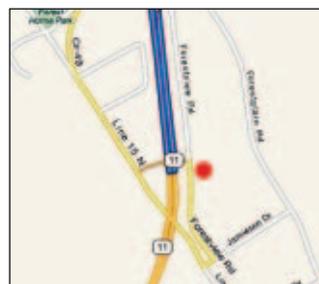
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# Asian Carp:

## A New Challenge for the Great Lakes

**ZEBRA MUSCLES**, lampreys, fertilizer runoff, chemicals, low water levels. The list of challenges facing the Great Lakes is a long and worrisome one. Many thousands of people depend on the health of the lakes for their livelihood and many millions are directly affected by their condition. Now the Great Lakes may be on the verge of playing host to some new and unwelcome

guests. The Asian Carp are on the move and a lot of people are very worried indeed. Although the carp's jumping antics have made it a YouTube star, it is their voracious appetite and efficient breeding that have many environmentalists, fishermen and recreational industry experts fearing the worst. That the Asian Carp represent a threat to the lakes is not in dispute, but just how much of a threat and what to do about it is hotly contested.

### ASIAN CARP?

While all of the seven types of carps found in North America were introduced at different times beginning in the early 1800s, it is the most recent imports that are causing all the concern. The term "Asian Carps" refers to four species: black carp, bighead carp, grass carp and silver carp. These fish are prodigious filter feeders. In the 1970s, catfish farmers in the southern US imported the Asian Carp to act as aquatic cleaners for their fish



*Bighead Carp*

David Riecks UIUC/IL

ponds. Unfortunately, in the early 1990s, flooding caused some of the land locked farm ponds to overflow allowing fish to escape into the Mississippi River. Since that time they have proved to be a very successful species. They grow quickly to a considerable size making them safe from potential predators. The silver carp grow up to 60 pounds and the black carp can reach 100 pounds and four feet in length. The US Geological Survey, working for the US Fish & Wildlife Service (USFWS), has concluded that because of their reproductive capability, population density, feeding habits, broad climate tolerance, mobility and longevity, the Asian Carp have a high probability of causing ecological and economic effects where populations become established, notably in the Mississippi River basin. Over the last 15 years or so, the carp have moved north along the Mississippi and adjoining rivers and are now knocking at the door of Lake Michigan. The door is the Chicago Sanitary and Ship canal.

### A SANITARY CANAL?

In the late 1800s, Chicago had a problem; it was growing fast and its sewage system consisted of the tried and true method of just dumping everything in the nearest river. The problem was that the Chicago River flowed through the city and into Lake Michigan, where the city got its drinking water. The resulting pollution caused outbreaks of cholera, typhoid and dysentery

which lead to thousands of deaths. The solution was simple; reverse the flow of the river and send the waste downstream to the Mississippi where there were presumably less voters. Actually it was not simple at all and for a time represented a major engineering project, involving dams, locks, pumping stations and some 70 miles of canals. The result of all this work was the Chicago Sanitary and Ship Canal which, when finally completed, connected the Chicago and Calumet rivers with the Des Plains River, thereby linking Lake Michigan to the Mississippi. In the early years of the 20th century, the river systems still carried a vast amount of trade and were of great economic and social importance. Needless to say, few worried about the environmental impact.

### SO WHAT'S THE DANGER?

Since the carp are filter feeders they effectively vacuum the bottom end of the food chain, outcompeting native species. USFWS have added the silver carp to their



*Bighead do get big, up to 100 lb. and four feet in length.*

list of injurious wildlife prohibiting their importation and interstate transport. The USFWS also petitioned to add the bighead carp and black carp to the list. Controlling the expansion of the carp is very difficult not just because of their particular habits, but also due to their widespread use in aquaculture. USFWS plans call for the elimination of Asian carp in the wild but judging by their rapid and successful expansion, this seems to be a very tall order.

Recently DNA samples have indicated that the carp may have passed the “electric barrier” constructed by the Army Corps of Engineers to stop the fish moving towards the lake. To know for sure if the fish are past the barrier some have to be netted and actually capturing carp when they are in relatively small numbers is extremely difficult. So not everyone agrees as to just how imminent the threat is. Another unknown is just how large the population of Asian Carp needs to be before they can become a permanent part of the ecosystem. Duane Chapman, a research fish biologist with the US Geological Survey was quoted in Time magazine as saying “It might take 20-25 years before they really establish themselves. We don’t know for sure that we’ll have any problems to speak of.”

Of more immediate concern to

boaters and fishermen is the silver carp’s habit of leaping clear of the water when alarmed. This may make for amusing videos, but if you happen to be struck by one it is not in the least bit funny. Some have compared it to being hit with a bowling ball at 30 mph.

### **LET THEM EAT CARP**

One solution to the carp population explosion seems obvious – eat them. Given our proven ability to destroy fish stocks with overfishing, the cod fishery for example, it looks like good policy to encourage both commercial and recreational carp fishing. One should never underestimate the ability of some people to make a sport out of just about anything, just go to You Tube and search “carp bow fishing” and you’ll see what I mean. Around the world, carp is the most common commercially raised fish and various types have been farmed in Asia for at least 1,000 years. In Europe, where they grow to an enormous size, they are the dominant fish in several major rivers including the Danube. The problem is, while carp are prized for their meat in Europe and Asia, North Americans, outside of some ethnic communities, just don’t like them. It is true that, while tasty, carp are somewhat smelly and definitely boney. Probably one of the main obstacles is the name, people just won’t buy carp. So perhaps a name change would go a long way to improving their appeal, remember that the next time you order grilled Patagonian Toothfish, or rather, Chilean Sea Bass. That said, one part of the US government’s carp master plan includes \$3 million to encourage the consumption of carp.

### **THE POLITICS**

Even if the plan to develop a carp fishery meets with success, it is not likely

## **Useful Web Sites**

[www.boatTEST.com](http://www.boatTEST.com) Pushing hard for action

[www.Asiancarp.org](http://www.Asiancarp.org) Invasive Species Management, US Fish & Wildlife Service

[www.glfcc.org](http://www.glfcc.org) The Great Lakes Fishery Commission

[www.stopAsiancarp.com](http://www.stopAsiancarp.com) Michigan Attorney General Mike Cox

[www.glu.org](http://www.glu.org) Great Lakes United

the total value of the industry would be anything like the up to \$7 billion current estimated value for the Great Lakes commercial and recreational fisheries. It is the economic value of the Great Lakes that is at the centre of the dispute over the Chicago canals. While the economic impact of the canal is much less than the Great Lakes fishery, it still has many powerful backers in the Chicago and Illinois government. In Democratic politics, the city of Chicago is a very big player and don’t forget that Obama is from Chicago. While the Ontario government has a vested interest in the outcome of this debate, it is Mike Cox, the Attorney General for Michigan, who is leading the charge. As part of a group of six states and the province of Ontario, he pursued an injunction to have the canal closed. The US Supreme court did not oblige, but he is by no means finished. The recent “Carp Summit” called by President Obama has resulted in a plan to spend \$78 million on a number of efforts to stymie the carp. These include adding more of the electrical “shock barriers”, deploying nets, and using poison in areas where the fish are detected. They also plan to increase the amount of DNA sampling to keep track of the fish’s progress. Mike Cox is quoted on BoatTest.com calling these steps “half-measures and gimmicks”, the implication being that the US Federal government is not going to act contrary to the wishes of Chicago and the State of Illinois.

## Watercraft Insurance: Things You Should Know

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- ❑ If your craft is more than three years old, can you get an "agreed value" to cover the real replacement cost of your vessel. Depending on your craft, this can cover cost increases for a replacement and fully protect you and cover the improvements you have made.
- ❑ If you are traveling when you have your loss, does your policy limit where you can travel with your watercraft?

Asking the right questions will give you more confidence when you leave the safe harbour of home. Take control.

For more questions to ask about your watercraft insurance visit  
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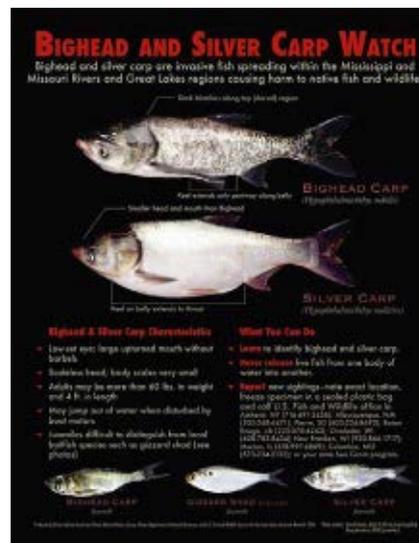


## ENVIRONMENT

### CLOSE THE CANAL?

If you have ever visited the city of the Chicago, one of the "must do" tourist activities is to take a tour on the Chicago River; it's a great way to see the architecture of some of the world's oldest and most ornate skyscrapers. The river tour operators have added their voices to those warning that drastic action to close the waterway will have serious economic consequences. The Army Corps of engineers is currently looking at a compromise plan to shut the canal down for up to four days a week or two to three weeks a month. Like most compromises, this pleases almost nobody. What most advocates of strong action want is to sever the link between the Mississippi rivers system and the Great Lakes by closing the Chicago canal. This seems the obvious way to stop the carp although some contend that there are several possible routes for the fish to enter the lakes and the economic impact of closure is not worth the benefit.

It is not only the commercial marine interests who disagree with Michigan's Mike Cox that the only solution is to close the canal. While the canal is important for commercial traffic, it is also the route for recreational boats heading south to the Gulf of Mexico and there are many in the recreational marine business who are worried about the negative effects of a closure. Cruising yacht owners may make up only a relatively small portion of the canal's economic impact, but they still want to be heard in the debate. Janice Kromer is the Executive Director of America's Great Loop Cruisers Association (AGLCA), an organization with a vested interest in the outcome of the debate surrounding the Chicago canals. "Great Loop" refers to the circumnavigation of eastern North America via the Intra Coastal Waterway, the New York and Ontario canal systems, the Great



Carp identification chart – Invasive Species Coordination web site.

Lakes and the Mississippi River, so the Chicago Canal is a crucial link. The AGLCA is officially against the closing of the canal: "There must be other alternatives available to stop the carp. With the resources available to the Army Corps of engineers and the advancement of technology, we are hoping that a viable solution can be found – something that is equitable to both the fishing industry and the commercial and recreational boaters," says Ms Kromer. Although I have not seen this suggestion, it is possible the movement of yachts and other small craft from Lake Michigan to the Illinois River could be accomplished with some sort of marine railway similar to the one at Big Chute on the Trent Severn Waterway. Given the vast sums of money being talked about, the cost would be relatively modest. This might satisfy recreation boaters, but the commercial barge industry is where the political muscle is located and they will not go quietly.

There is growing support for the effort to create an ecological separation of the Mississippi River and the Great Lakes just so long as it doesn't interrupt the movement of commercial traffic on the



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## ENVIRONMENT

Chicago waterways. Well there's the rub. Just how this will be accomplished is still not clear. One possible compromise is to make the separation further upstream from Chicago, so the bulk of local traffic would not be disturbed, but this will not satisfy those who want unimpeded access from the lakes to the south.

To get some local perspective on this issue I contacted an acquaintance in Wisconsin who is a keen salmon fisherman on northern Lake Michigan. I expected a passionate rant about the threat to the lakes but he was, in his words, "fatalistic". He did not think the electrical barrier was anything more than a token effort and that no matter what was done, if the carp were coming to the lakes there was not much anybody could do to stop them. As he said "we'll just have to learn to like carp".

Lots of different dollar amounts are being thrown around in this debate as to the value of the Great Lakes fishery - from \$4 billion for the sports fishery to \$7 billion combined sport and commercial fisheries. These big numbers being sited in various US reports on the issue do not include Canada. (A study by Environment Canada in 2005 put the value of the recreational fishery in Canada at about \$425 million and this included equipment and well as shoreside spending on food and lodging.)

Using economic numbers to justify one course of action or another is standard practice, but in the end this may not be the deciding factor. If the carp did successfully invade the lakes, it is unlikely all this money would disappear, much of it would be spent one way or another. The question is just how much should be spent to stop the spread of the carp and just how effective would these measures be? As always, the devil is in the details.

Have the alarmists overstated their case or is this the beginning of fundamental changes to the Great Lakes? At this point there aren't any conclusions. Each day brings new voices and information to the issue and in the end there will no doubt be some sort of compromise action that may or may not have the desired effect. One thing is certain, you'll be hearing a lot more about this issue in coming years. Since the coming of Europeans to the shore of the lakes, the ecology and environment have been radically changed. We have made much progress in recent years regarding basic problems such as sewage and industrial waste, but it is just possible that invasive species like the Asian Carp and Zebra muscle will have a longer lasting and more profound effect on the Lakes, one that we will not be able to reverse. The Great Lakes constitute an incredibly large and complex ecosystem and predicting how they will react to any specific threat is extremely difficult. Those who are paid to know, like the US Geological Survey and others, are very worried, so we should all pay close attention to how this unfolds. 🐸



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# The Great Pacific Northwest

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*By Anne and Laurence Yeadon-Jones  
Photographs and Maps by Laurence Yeadon-Jones*

**O**n Canada's Southern Pacific Coast, Vancouver Island stretches for 300 miles from top to toe, and is Continental North America's largest island. Its mountainous backbone creates a natural breakwater from the vast expanse of the open Pacific's wild waves and weather. In the lee of Vancouver Island lie the sheltered waters of the Strait of Georgia. This protected body of water becomes a temperate oasis between the months of May and September, offering a diversity of cruising destinations, scenery and history; the shoulder season often presents glorious boating weather, without the crowds.

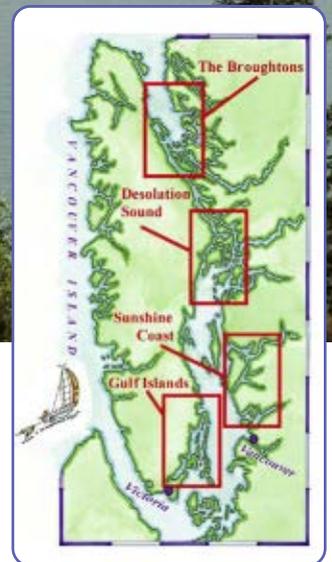
Vancouver International Airport serves British Columbia's major charter bases operating out of Vancouver on the mainland, with regional and seaplane connections to those in Sidney, Comox and Nanaimo on Vancouver Island.

Fuel docks, marine services and well-maintained marinas and resorts are well spaced along the coast. Even among the islands and wilderness regions, good provisioning facilities are available with many stores carrying local and organic produce.

The Pacific Northwest is also reputed for its watercolour sunsets, choice of stunning marine parks, snug hideaway anchorages, peaceful one-boat nooks and fun picnic stops, and you are never too far from an inviting beach, hiking trail or fresh water lake.

### THE GULF ISLANDS AND SOUTHERN VANCOUVER ISLAND – BRITISH COLUMBIA

In the southern Strait of Georgia, straddling the 49th Parallel and offshore of east Vancouver Island, an inviting 40-mile

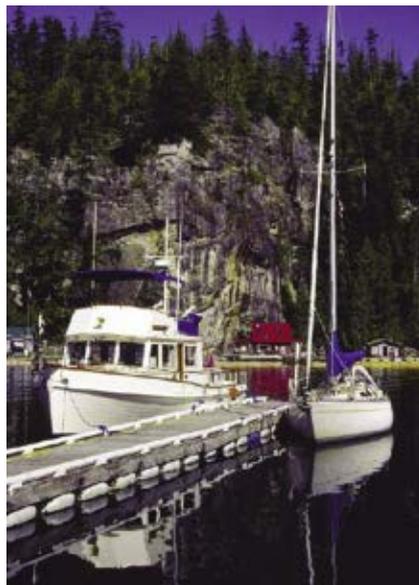


chain of low-lying islands stretch north from Sidney to Nanaimo. The sheltered waters of these Gulf Islands create a natural cruising ground and offer boaters many accessible pockets of paradise. Saturna, Galliano, Gabriola, Pender, Mayne and Pylades islands give evidence to the initial Spanish and British explorations in these waters between 1592 and 1792; the “orchard islands” of Portland, Russel and Salt Spring were settled by Hawaiian (Kanaka) families – a little known fact in Gulf Island history.

From Saturna Island in the southeast to Gabriola Island in the northwest, boaters will be charmed by each island’s distinctive character while discovering fresh west coast cuisine, community markets selling homemade island cheeses and organic produce, and family vineyards offering wine tastings. Clean sandy beaches, sheltered bays, hideaway anchorages, spectacular sunsets and an abundance of wild life only add to the pleasures of cruising here.

Boat charters into the southern portion of the Gulf Islands will often begin in Sidney with the first night spent in popular Bedwell Harbour on North Pender Island, the perfect spot to relax and enjoy the amenities of family-friendly Poets Cove Marina and Resort. Nearby Saturna Island Vineyard is a delight to visit – here you can combine wine tasting with a bistro style lunch and stunning views over Plumper Sound.

Salt Spring, the biggest and most populated in the island chain, provides an excellent provisioning base in the mini-metropolis of Ganges Village. Most boat-related services can be found here along with coffee bars, bistros, fine dining and a lively Saturday market. In contrast, funky Fulford Harbour



*Power and sail co-exist in harmony on the west coast of British Columbia.*

and Village, despite its busy ferry terminal, is peacefully laid back with an eclectic assortment of enterprises and a first-rate bakery.

The former site of an ancient Coast Salish settlement and the first marine park in British Columbia, Montague Harbour Marine Park on Galliano Island ranks as a “superstar” and is a favourite with many generations of boaters. The park encompasses a maintained trail through fir and hemlock forest, a fresh water lagoon, a shell midden and fine sand beach, and ample anchorage.

En route to the busy anchorage and marinas in Silva Bay on Gabriola Island, picturesque Pirates Cove Marine Park is well protected and conveniently located at the northern end of the Gulf Islands, making it easily accessible from boating hubs of Vancouver and Victoria and Nanaimo on southern Vancouver Island.

## VANCOUVER AND HOWE SOUND

North of the 49th Parallel, the US border and the mighty Fraser River Delta, Burrard Inlet indents British Columbia’s southern coastal mainland; east from Point Atkinson, this 18-mile inlet floods



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*Tumbo Island makes up part of the Gulf Islands National Reserve.*

through the Port of Vancouver to its head in Port Moody and is surrounded by the urban metropolis of Vancouver.

The City of Vancouver is one of the most beautiful in the world, with a spectacular natural setting surrounded by mountains and interlaced with waterways. Although it's known as a port city with a large commercial harbour, it is also renowned for abundant green space, and thanks to the city's rich multicultural mix, an overwhelming selection of excellent restaurants, bistros and cafés that can be found around every corner.

Indian Arm, the most southerly fjord in North America extends another 12 nautical miles north from Burrard Inlet to scenic Deep Cove and peaceful Granite Falls Marine Park, near the head of the arm.

West of Queen Charlotte Channel, Howe Sound is a deep-water inlet that extends north into the spectacular Coast Mountain Range. At the entrance to the sound, Bowen Gambier and Keats island's indented shorelines provide a host of anchoring opportunities and a fine marina. The protected channels between the islands experience gentle

summer breezes making these waters a boater's heaven.

### THE SUNSHINE COAST

A stretch of water known locally as the Sunshine Coast extends 50 nautical miles northwest from historic Gibsons Landing to Powell River; this coast is often blessed with above average hours of sunshine in the summer months. The initial portion of exposed coast extends from Gibsons to Welcome Passage – beyond lie the sheltered waters of Malaspina Strait that continue to Pender Harbour, known locally as the "Venice of the North" and the entrance to Jervis Inlet.

The inlet then branches northeast via Agamemnon Channel to Skookum-chuck Narrows and the powerful waters of Sechelt Rapids before heading into serene Sechelt Inlet. It then snakes due north via the upper reaches of Jervis Inlet to magical Princess Louisa Marine Park and magnificent Chatterbox Falls, a pilgrimage no northwest boater should miss.

A westerly detour explores laid back Nelson and Hardy islands and lower Jervis Inlet, south of Texada Island. Historic Jedediah Island Marine Park is a

must-visit with its original homestead, orchard and meadows, flocks of woolly sheep and wild, long-horned goats that originated from the Spanish explorations.

Well-loved anchorages in Welcome Passage include the all-weather sanctuary of Smuggler Cove Marine Park; with three cosy basins, stunning sunset views and a maze of nooks and crannies to explore, it provides much more than a shelter from the storm. Nearby Secret Cove offers fuel, moorage and a floating restaurant; the sandy beaches and warm water swimming off 'The Spit' in Buccaneer Bay Marine Park make for a boater's paradise.

### DESOLATION SOUND AND THE DISCOVERY ISLANDS

Just north of the 50th Parallel, the renowned cruising area of Desolation Sound provides an expansive wilderness backed by the lofty, snow-capped Coast Mountain Range. The sound is home to one of the largest marine parks in the world.

Northeast of Sarah Point, where the Strait of Georgia ends and Desolation Sound begins, boaters will find large tracts of accessible wilderness, mountain-fringed inlets and an opportunity to observe wildlife at close quarters. Summer winds are fickle but the opportunity for warmwater swimming and freshwater bathing is the best to be found in British Columbia.

There are scheduled seaplane connections to Powell River (Cooper's charter base for Desolation Sound), Lund on the mainland and Refuge Cove on West Redonda Island. There are also two main fuelling and provisioning stops while exploring Desolation Sound's protected coves and anchorages. Every boater has their favourite spot – from the stunning sunsets in Grace Harbour

## Charter Companies\*

**Blue Pacific Yacht Charters** – [www.bluepacificcharters.ca](http://www.bluepacificcharters.ca) – Vancouver

**Cooper Boating Yacht Charters** – [www.cooperboating.com](http://www.cooperboating.com) – Vancouver, Sidney, Vancouver Island, Powell River, Desolation Sound

**Desolation Sound Yacht Charters** – [www.desolationsoundyachtcharters.com](http://www.desolationsoundyachtcharters.com) – Comox, Vancouver Island

**Island Cruising Yacht Charters** – [www.islandcruising.com](http://www.islandcruising.com) – Sidney and Pacific Playgrounds, Vancouver Island

**Nanaimo Yacht Charters** – [www.nanaimo-charters.bc.ca](http://www.nanaimo-charters.bc.ca) – Nanaimo, Vancouver Island

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*Breathtaking scenery around every corner.*

and the warm waters of Prideaux Haven, Melanie and Laura coves, to the fresh water pools of Lake Unwin in Tenedos Bay. For those wishing to experience this coastal jewel in its undisturbed glory, consider cruising Desolation Sound in the months of May or September.

Cortes Island, on the northwest shore of Desolation Sound is in the heart of this spectacular cruising area. Steeped in pioneering history with many generations of original families still living in the community, this charming island is indented with a selection of cosy nooks and all-weather anchorages; provisioning stops, cafés and restaurants scattered around the island take pride in being able to offer home grown organic produce in season. White sandy beaches, warmwater swimming, crystal clear lakes and the gentle pace of island life complete this wonderful island package.

The locally named Discovery Islands with their interconnecting waterways and series of tidal rapids make up the area east of Campbell River that is also a major provisioning stop on Vancouver Island. Quadra is the largest island in the group with a fine selection of island stores and a Saturday market to stock up on boat provisions, a well-run marina

and resort in Heriot Bay and maintained coastal hiking trails.

Boaters will discover a wealth of protected anchorages, hideaway picnic stops and tranquil marine parks with Rebecca Spit Marine Park being the jewel in Quadra's crown. Year after year it continues to entice boaters to its sheltered waters, picnic meadows, shaded trails and gently sloping beaches. With Heriot Bay and its amenities close at hand, this is the perfect spot to begin or end a voyage when cruising in Desolation Sound and the Discovery Islands.

### THE BROUGHTONS AND NORTHERN VANCOUVER ISLAND

Just below the 51st Parallel, on the eastern fringe of Queen Charlotte Strait, the vast cruising area nestled between north-east Vancouver Island and the coastal mainland is simply known as 'The Broughtons'. Connected from the east via the infamous waters of Johnstone Strait, and south via Discovery Passage to the Strait of Georgia, this region offers stunning vistas, dramatic mountain backdrops and wild beauty interspersed with many navigational challenges; the cruising boater can experience many adventures just getting there.

On a chart, the Broughton Archipelago and surrounding islands and islets resemble a complex jigsaw puzzle, with the joints between pieces being navigable water. This locally named "Village of Islands" offers an abundance of anchorages – from spacious bays to one-boat nooks. An eclect-

tic sprinkling of island communities and marine resorts provides safe moorage, fuel, provisioning and ample camaraderie. The areas 1,200-year coastal history is still evident with First Nation's clam gardens and ancient middens creating numerous white shell beaches throughout the area.

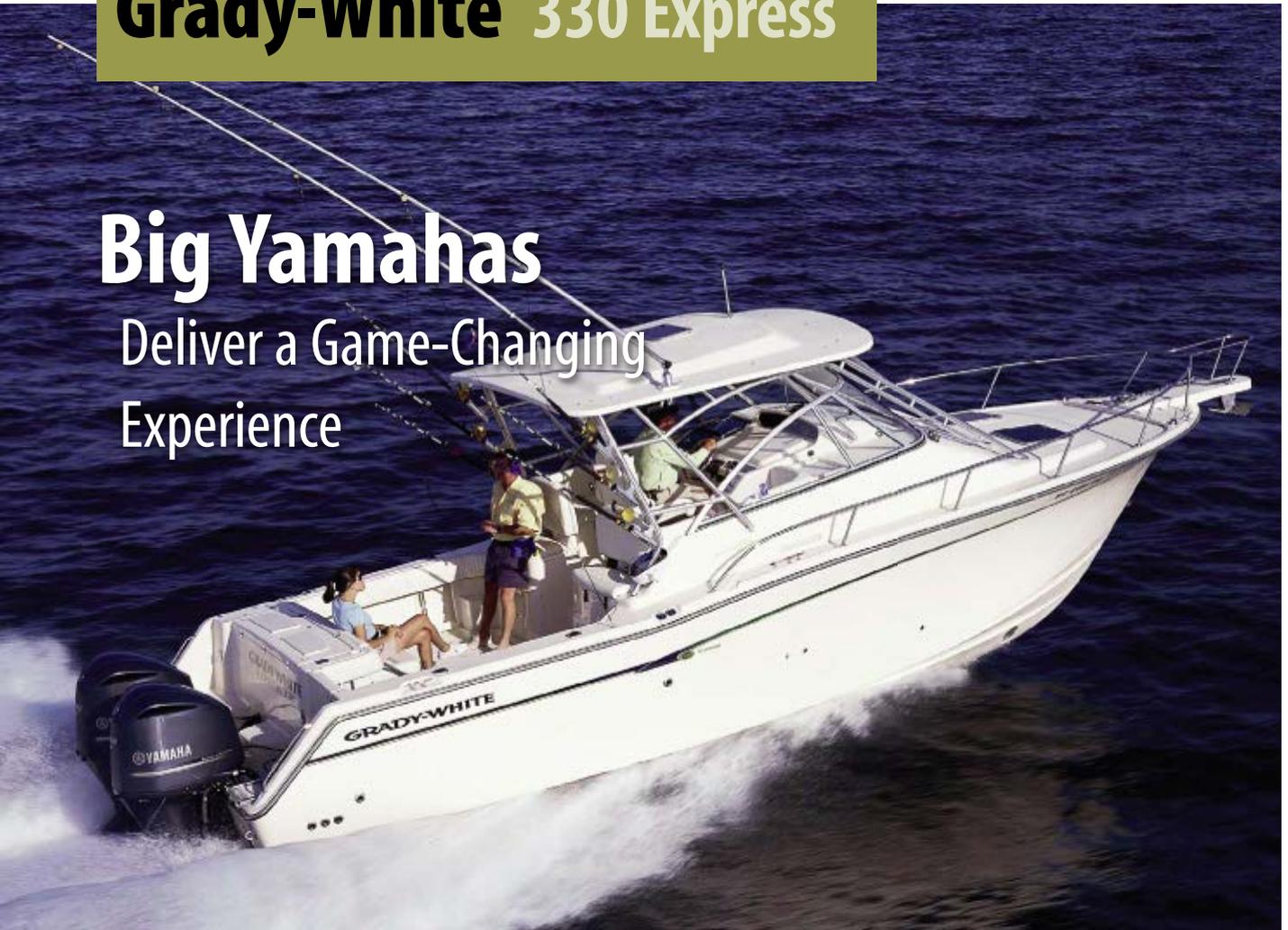
On the shores of Vancouver Island, Port McNeil and Port Hardy offer moorage, marine and provisioning facilities and provide convenient stopovers when exploring the Broughtons. Telegraph Cove, Sointula on Malcolm Island and Sullivan Bay on Broughton Island have retained their history and pioneering, west coast style while the First Nations community at Alert Bay on Cormorant Island keep their native culture alive and accessible through traditional celebrations and museum displays of original ceremonial artefacts.

A rich variety of friendly marine resorts can be found in Port Harvey, Lagoon Cove, Kwatsi Bay, Shawl Bay, Pierre's Echo Bay, Sullivan Bay and Jennis Bay in Drury Inlet. These family-run enterprises allow boaters to intersperse their quiet explorations with a night or two of socializing with old friends and new acquaintances during "happy hour" or while sharing a hearty potluck supper.

For boaters seeking additional challenge and adventure, the rugged west coast of Vancouver Island entices exploration, while further north, beyond Cape Caution, the inside passage to Alaska and the open waters of the Queen Charlotte Islands await discovery. 🗺️

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Saltwater fishermen in the US are quite prepared to spend big money for sportfishing boats but these rigs are less common in Canada. We've got excellent fishing in the Great Lakes as well as along our coasts, so the Grady-White 330 Express will be attractive to people who are into fishing, but we think the Grady-White 330 Express represents a whole cruising lifestyle alternative.

Driving the Grady-White 330 Express with its twin Yamaha 350 HP V8 outboards is a game-changing experience.

Although we have a relatively large cruiser with a very social bridge area, a spacious cockpit, a cozy but accommodating cabin with standup head, well-equipped galley and even a mid-cabin to expand the sleeping accommodations, we also get a boat that can fly out to the cruising grounds and back through all kinds of weather and at impressive speeds.

Compared to inboard or stern drive power, the Yamaha 350 HP V8 outboards may seem to be an expensive choice, but there are many benefits to justify the cost. Instead of all the complexity of inboard mounted engines, the outboards are much lighter, fully self-

contained units that can be tilted up totally clear of the water – no corrosion and no fouling problems.

Engine vibration, exhaust and all the mechanical complexity is outside of the boat leaving much more interior space. The added cost of these big outboard engines is a lot less than the value of the space you gain. But it's the performance that will win you over.

The new 350 HP Yamaha V8 engines have fully electronic controls with a single key for the two engines and a 'Start All' button. Press that and both engines instantly spring to life. They idle silently, the gear change is quiet but positive and

## PERFORMANCE

### TEST BOAT ENGINES

Test boat engines: Yamaha F350, 350 horsepower 5.3 L / 325 ci, four-stroke V8 outboards with dual overhead cams, 32 valves and variable camshaft timing, sequential multi-port electronic fuel injection and with stainless steel propellers.

ENGINE (RPM)	SPEED (MPH)
1500	8.1
2000	9.8
2500	10.9
3000	19.1
3500	27.1
3900	32.3*
4000	33.4
4500	38.5
5000	43
5500	47.8
5900	50.4

\*Cruising speed

Price and performance data supplied by Grady-White Boats

*The full fiberglass inner liner and minimal wood trim may look less elegant than some other 35' express cruisers but it is an excellent construction technique and the teak and holly flooring adds a truly nautical feel.*

dockside handling is exactly what you would expect from twin engines. Our test boat had an optional bow thruster to make things even easier.

You idle (or troll) quietly out into the open water; the power-assisted hydraulic steering make it easy to control at all speeds. From there, shove the throttles ahead and the Yamaha's accelerate the Grady-White like it was light as a feather. They sound great and in seconds you are planed off. In about 10 seconds, you will find yourself doing almost 50 mph. Throttle back to 3,900 rpm and Grady-White's technicians say you will be traveling at 32.3 mph and getting 1.22 mpg. That level of economy is very impressive and it's available at a wide range of speeds.

Testimony to the Grady-White hull design is that this boat has simply remarkable turning ability and its seaworthiness in big water is well-known. This boat will take you from the marina

## SPECIFICATIONS

Length	33' 6"/10.21 m
Length Overall	35' 10"/10.92 m
Beam	11' 7"/3.53 m
Weight, Hull Only	10,840 lb./4917 kg
Fuel Capacity	350 gal./1325 L
Water Capacity	44 gal./166 L
Waster Capacity	10 gal./37.91 L
Base Price	\$356,485 US

Test boat provided by  
Yamaha-Motor Canada  
[www.yamaha-motor.ca](http://www.yamaha-motor.ca)

or yacht club to a secluded anchorage about as fast as anything in the market and yet the boat is just dead easy to drive. It goes where you point it like a responsive family runabout.

Of course, you can stop to fish!

The cockpit is what this boat is all about because it was designed for saltwater fishing. Features include toe rails, padded cockpit coaming all the way around, rod holders spaced to handle big



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## GRADY-WHITE 330 EXPRESS



*This is the heart of the matter – the twin 350 HP Yamaha V8 outboards deliver exceptional performance as well as economy. The engines are outside the cockpit greatly reducing noise and vibration. The swim platform is quite usable and we applaud the scuba-style boarding ladder.*

saltwater reels and we really liked the handsome foldout transom seat; it's there when you want it, gone when you don't.

Across the transom top is a 240 L insulated fish box with drain and gasketed lid with a 173 L raw water live well on the starboard side with an interior light as well as a great rigging station for setting up your bait that has a freshwater sink and pullout faucet. There are rod holders on the gunwales as well as in the cockpit sides. We especially liked the LED cockpit lighting mounted under the gunwales. There is also a brace of rod holders across the aft edge of the hardtop.

Grady-White loads their boats with nice features – too many to detail individually but there are abundant storage lockers and cubbies, drawers for tackle and small items, a freshwater washdown as well as a transom shower and in our opinion, an excellent transom door. That leads to a combination swim platform and outboard mounting area which is really an integral part of the 33' 6" hull –

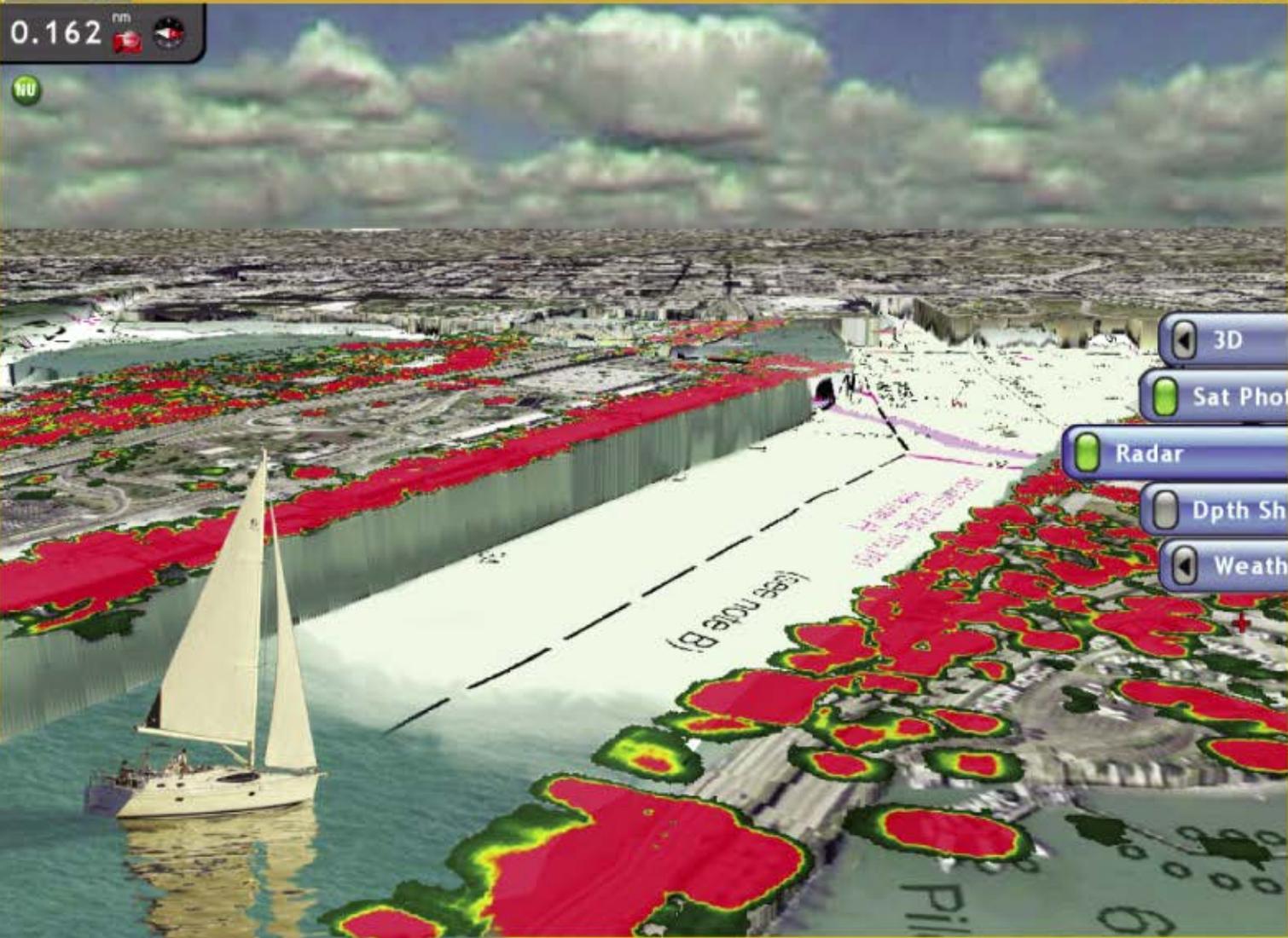
not a bracket of any kind. This keeps the sea out of the boat and the big Yamaha's breathe through venting in the top of their cowling so taking a big wave astern is no problem.

The bridge area is helm-centric with a



*Especially in the head, the fiberglass liner will be easy to keep clean and will ward off odours. The Vacuflush MSD is a great feature too. Cabin air conditioning is standard.*

0.162 nm



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## GRADY-WHITE 330 EXPRESS



*This is the view of the bridge from the cockpit. Notice the centre-mounted helm seat, the aft-facing seats for two each side and ahead of those, seating for another four or more on the bridge. There's storage everywhere you look and bridge A/C is available.*

Pompanette brand pedestal helm seat with locking arms that swivels and adjusts. The other bridge seating surrounds the centre-mounted helm making a nice social arrangement while giving the captain the best 360 degree view for driving, docking and fishing. The bridge area is up a couple of steps from the cockpit and this provides the headroom for the mid-cabin below.

In saltwater style, radios and other electronics could be mounted in the overhead console although there's lots of space for electronics directly ahead of the driver too. Our test boat had the Yamaha

Command Link digital instrumentation along with tilt wheel, footrest, Ritchie compass and 56-quart helm seat cooler. I particularly liked the opening vent wings on the windshield. The upholstery and fibreglass gel coat are all the same French vanilla colour. That is a lot easier on the eyes than stark white in bright sun. BTW – a 12,000 BTU bridge air conditioning unit is optional – a 12,000 BTU system is standard in the cabin.

The cockpit is down four steps from the bridge and has stainless steel hand-holds everywhere you would want them. It is a reasonable size for a 33-footer and has a double-berth forward and a second one in the mid-cabin to sleep four in total. Grady-White includes a 15" flat-screen TV, Kenwood stereo and Toshiba DVD player for entertainment. A 4 kW diesel generator is included to keep you comfortable away from shore power.

The galley features a storage locker

and three drawers under the Corian counter and a storage locker with built-in racking and mesh nets above. A Contoure microwave is included as is an Isotherm refrigerator and a two-burner ceramic cooking surface. We liked the large, round stainless steel sink. Most parts are in plastic or composite material for strength and long life and the interior has a full fibreglass liner.

The head is a usable size and again has a Corian counter, a handheld shower and a Vacuflush MSD.

If an owner had a dry slip arrangement, this is the kind of cruiser that can be stored indoors, be ready to go in minutes, can handle rough conditions, get places fast and has a high level of versatility. Even if you never fish with it, you will love those huge lockers, cockpit lights and the great helm position. It's a new lifestyle alternative with a great pedigree – hat's off to Grady-White and Yamaha! 🇺🇸

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# The 60' QuadZeus.com

## Development Yacht

**I DON'T REMEMBER** the last time *Canadian Yachting* reported on a big yacht that was just in the development stages but that's exactly what our QuadZeus.com test boat is – an experiment by the Cummins MerCruiser Diesel people to showcase a Quad Zeus installation. It features four CMD QSC 8.3 600 HP high tech diesel engines with CMD Zeus 3000 series pod drives that push this big sport fishing yacht.

Because it's only for development purposes, you can't actually buy our test yacht – at least not yet. And, as a develop-

ment boat, the test yacht lacked a finished interior – no salon furnishings, no staterooms, no galley. But, it's an awesome glimpse of the future and something special to drive.

The Quad Zeus hull started life as a Hatteras 60 Convertible and to show you what a finished yacht could look like, we will use the layout, features and photos of the new Hatteras 60GT that will debut at Fort Lauderdale in October 2010.

They estimate that the new 60GT Convertible, fully rigged out with twin Caterpillar C32 ACERT diesel inboard

### PERFORMANCE

#### TEST BOAT ENGINES

Test boat engines: Four Cummins MerCruiser Diesel QSC 8.3, 600-hp engines; four-stroke diesel, in-line 6 cylinders with 8.3 L / 504 ci displacement and electronic fuel injection and engine controls, driving through ZF Zeus 3000 pods with counter rotating prop sets.

ENGINE (RPM)	SPEED (MPH)
2200	25.9*
2700	38.3
3020 (MAX)	42.8

\*Cruising speed

Speed testing by GARMIN GPS

## SPECIFICATIONS

Length Overall	62'2" / 18.95 m
Beam	19'0" / 5.78 m
Weight	90000 lbs./40.832 kg
Fuel Capacity	1500 gal./5678 L
Water Capacity	200 gal./575 L
Waste Capacity	100 gal./378 L
Price	\$2 million US

Test boat and performance data provided by  
Cummins MerCruiser Diesel Marine, LLC  
[www.quadzeus.com](http://www.quadzeus.com)



*The huge vinyl wrap is eye-catching from even a long distance away but somehow it seems fitting for a yacht that is \$2 million dollars for fun! Come on... lighten up!*

engines each producing 1900 HP, will weigh approximately 90,000 pounds. The QuadZeus.com boat with the four CMD QSC 600 engines weighs approximately 72,000 pounds without the finished interior. If a production Hatteras 60 GT were offered with a Quad Zeus installation, we think it might be just a bit heavier than 90,000 lbs.

Next, the QuadZeus.com development yacht has a "mere" 2400 total HP compared to the top option of the Cat C32's at 3800 HP. The designers expect the Hatteras 60 GT to be a 42+ knot boat with the twin Cats but we sprinted up to 37 knots (42 mph) in Biscayne Bay.

Planing off from a standing start, the turbos on the four CMD QSC 8.3 engines start gently, gathering speed. The engine revs for about 5 seconds as the turbos come on boost and then it feels like a huge force just hurls you ahead. We were planed off in about 8 seconds and reached 41 mph in a mere 25 seconds. Credit for some of the great performance belongs to the Zeus' automatic trim tab system. Trim tabs are an integral part of the Zeus drive itself and they are computer-controlled to optimize performance and economy. The captain never has to think about them.

Each Zeus drive has a set of two counter-rotating propellers facing aft behind the protection of the gear cas-



*This is an artist's rendering of what the new salon will look like but the bar stools (which I like) are deceiving – this boat is almost 20 feet wide! It is going to be more spacious than these drawings suggest.*

ing. That means QuadZeus.com has four sets of props; each pod drive has a computer-controlled steering angle. Even at 42 mph, we could crank the boat port or starboard to full helm and the big Hatteras would heal over, tracking with impressive accuracy and carving a turn like a sport boat. For threading your way through terrible

weather, this would be great.

The Quad Zeus 2400 HP propulsion system not only replaces a conventional 3000-plus-HP setup, it turns docking this 60' sport fish into child's play. QuadZeus.com has neither a bow nor stern thruster, yet we could maneuver it virtually any way imaginable – sideways, diagonally, pivoting on its own axis – all

with simple movements of the intuitive Zeus joystick. Additional Zeus joysticks can be mounted anywhere, such as on the sides or at the stern.

There is a trolling feature that uses the transmissions to reduce thrust and speed for exact trolling speeds or very gentle docking movements. The Zeus system also boasts an integrated advanced autopilot system that provides waypoint tracking and auto heading functionality, plus the Skyhook feature which maintains the vessel's position and heading, even in wind and current, with just the touch of a button.

Imagine the convenience of the Skyhook feature when you're waiting your turn at the fuel dock or for another vessel to pass through a long, narrow channel. With a one-button push, it's like you're anchored until you take the



*This is the port side master stateroom looking forward and slightly to port. The private ensuite head is expected of course, but doesn't this look comfortable?*

wheel again. The system can automatically synchronize all four engines and you can run it all from a single lever! What could be easier?

In terms of accommodations and features, the standard layout features three staterooms: a bow stateroom with queen berth and cedar-lined storage



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underneath, cedar hanging lockers, a dresser and night stands with drawers, along with a stereo system and a head with shower.

The master stateroom is to port and has a queen berth again with cedar-lined storage underneath, cedar hanging lockers, a dresser and night stands with drawers, a 32-inch LCD TV and Bose sound system, plus private access to the master head and shower.

The third is the guest stateroom to starboard and that has a pair of over-under single berths, storage and double cedar-lined hanging lockers. The day head is beside that, so in all, three staterooms and three heads.

The newly laid out and decorated salon features a sizable galley mounted against the forward bulkhead; this has another expanse of counter coming out



*This is the plan view of the standard layout for the new 60GT showing the bridge and the cabin arrangements but this is a boat that an owner will want to personalize for sure!*

from the port side making a breakfast bar arrangement that has a big food prep space.

A classic booth-type dinette is

planned on the starboard side making a convenient eating area that can convert to sleep two more as needed. Aft of that will be an L-shaped couch and the whole salon will have big side glass panels to make things bright and spacious; of course, all the interior areas are fully heated and air conditioned.

The helm is a flying bridge and the arrangement can be either a centre console layout that fishermen tend to favour with lots of room to stand and a bit of forward facing seating ahead of the console or a more recreational layout with the helm and companion seats back and more seats forward and on the port side.

The heart of any convertible, especially a thoroughbred sport fishing boat like the Hatteras, is the very low and spacious cockpit where the owner will add custom fighting chairs, highly personalized fish-

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*There is only one clue: the four ignition keys on the lower left! Otherwise, can you imagine this controls four 600 HP engines? In fact, the chrome lever on the right can be set up to run all four like the single lever control on a stern drive! The four black boxes on the dash are the controls for the SmartCraft and Zeus systems and they give a wide range of engine controls, Skyhook and even autopilot – most with just one button push. The helm Joystick is on the right.*

ing equipment and probably freezers, in-floor fish and bait boxes and far more.

The 60GT is a highly customizable

boat as you would expect for a two or two and a half million dollar yacht. At present, the Quad Zeus development boat is

a floating showcase, but who knows? If an owner wanted the versatility, maneuverability and performance that the Quad Zeus installation offers, maybe that could be available.

Running just two engines works fine for low speed trolling, saving fuel and engine wear. The other props freewheel in neutral. The CMD technicians onboard said that Quad Zeus.com could plane on just three engines and could make it home at about 10 or 12 mph on two.

Interesting possibilities...and how about that amazing paint job?

Actually, it's a printed vinyl wrap by artist Steve Goione, printed by Image Monster of Wilmington, N.C., and installed at CMD's Integration Center in Charleston. To see them install the graphics, to see more pictures or to watch a video of Quad Zeus.com in action, visit [www.quadzeus.com](http://www.quadzeus.com). ↩

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# Dufour 405

## Back in Canada and Ready To Sail



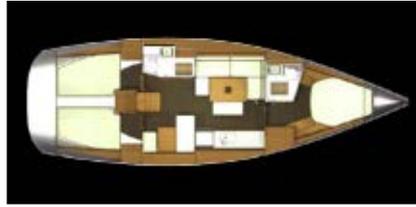
**IF WINNING THE** European boat of the year in the Family Cruising category was not enough, the reaction to the prelaunch of Dufour and the pent up demand for these boats in North America must have been a nice surprise. That, coupled with the fact that the team at True North Yachts and Bosuns Yachts in Canada were named dealers, means that Dufour will once again sell its great boats in Canada with solid backup and a strong dealer support.

Dufour owners are a fanatic bunch and the news Dufour was back in full force was welcome news for all.

It's no surprise to this yachting scribe that the 405 is a winner on the European scene. It's a strikingly beautiful boat with good performance metrics. Comments included in recent reviews were 'the hull is easily driven and stable' and 'she is a quick and delightful boat to sail'. It is evident that the designers Felci and Roseau had figured out that they needed to bring

### SPECIFICATIONS

Length Overall	39'11"/12.17 m
Hull Length	39'/11.90 m
Length Waterline	34'10"/10.63 m
Maximum Beam	13'1"/3.98 m
Displacement	19,778 lb./8,990 kg
Draft	5'5"-6'7"/1.75-2.03 m
Mainsail Surface	881'6"²/81.90 m²
Water Tank Capacity	85.58 gal./380 L
Fuel Tank Capacity	44 gal./200 L



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*The two-cabin layout features an L-shaped galley with easy access to sail and wet gear lockers while the three-cabin version presents with a longitudinal galley, big size chart table, and three spacious double cabins.*

home a broad-based boat that would appeal just about everywhere. With standing headroom and wonderful furniture treatments, it's clear the target is those who want a comfortable stylish boat that does not compromise functionality for feel or performance for comfort. With its fast hull and wonderfully clean deck layout and comfortable cockpit, this boat is a 'must see' for anyone looking in the mid-market range.

The 405 has a hand-laminated GRP hull using Neogel NPG (IsoNeopentylglycol) gelcoats designed to give maximum protection in all water contact applications. In the 405, the NPG gelcoat, with the first layer of cloth impregnated with NPG forms, is an optimum barrier against osmosis concerns. A structural grid is laminated to the hull for optimum strength while the deck is an infused balsa core.

The bright interior brought about by the new coach roof and portlights design coupled with hull window and numerous hatches is a wonderful host to a galley that has the feel of a small functional gourmet kitchen with its large worktop space and front and top opening refrigerator. It even has a wine cellar. Below decks is well ventilated and is perfect for entertaining with its ambient LED night lighting. The wide hull portholes are perfect for exterior visibility.

There are two layouts. The two cabin layout features an L-shaped galley with easy access to sail and wet gear lockers while the three-cabin version presents



*The galley has the feel of a small functional gourmet kitchen with its large worktop space and front and top opening refrigerator. It even has a wine cellar.*



*All cabins offer exceptional headroom.*

## DUFOUR 405



The salon is well ventilated and nicely lit thanks to double portholes, many deck panels and ambient LED night lighting.

with a longitudinal galley, big size chart table, and three spacious double cabins.

Aft, the head has an independent shower, while forward the ensuite head has tons

of storage space.

Designed to sail single-handed, its wonderful cockpit and ergonomic layout with all control lines led back and easy to

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Aft head offers an independent shower and many storage facilities.

reach from the helm has two steering stations with separate compasses in easy reach of the winches. The wonderful tilting bathing platform with a deep telescoping ladder is only outdone by the life raft transom locker making the boat always look neat and proper.

Dufour has always had a solid reputation and it seems their new approach to North America has the corporate commitment from Europe it needs. In Canada it's got two solid dealers and what appears to be a wonderful line from 32 to 54 feet. We can't wait to sail the new line so look in future issues or on one of our web platforms for an updated on-the-water review. ↗

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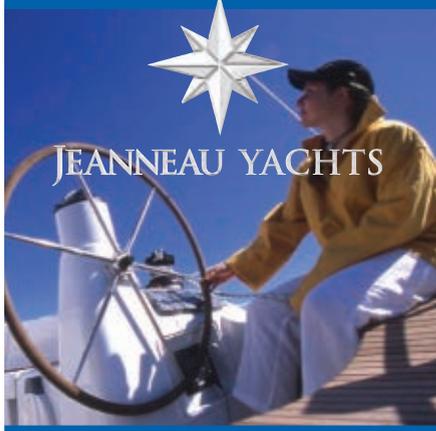


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## Harken's New Radial Winches – The “Engine” of the Sailboat



*Massimo Dell'Acqua came from Harken's offices in Italy to the Toronto International Boat Show to appear in the Harken display at the Western Marine and Transat booth. He explained the many features of the new Radial winch line.*

**YOU COULD SAY** that the winches are the engine of every large sailboat, helping the sailor to haul in far higher loads, far faster than their strength could normally manage and also trimming the sails by playing out sheet with control and precision...at least until the winch grinds or jams from salt or grit.

In the past, having to dismantle a winch was a task few sailors enjoyed and one that many would face with absolute dread should the winch need attention while out on the water. Disassembling a winch where every part is essential and where a tiny screw can vanish in the cockpit, or where a roller bearing can squirt overboard in a heartbeat, is something to avoid at all costs.

For most sailors, the good news is that winches are generally very reliable and long-lived. But, to do their job properly, they still need attention and that means taking them apart for cleaning and lubrication – at least once in a while.

The new Radial line of winches from Harken addresses those issues and several more as well. Harken Technical Director, Andrea Merello has stated that, “We started from a blank sheet of paper, addressing the needs of specific types of sailors.”

Harken entered the market in 1987 by adapting original Barbarossa designs to be Harken's standard line and adding a Grand Prix racing line as well. Grand Prix racers have always demanded constant innovation, but most sailors just wanted solid, efficient winches that would last for 30 years. Now, sailors and boat builders want all that and more; they want faster installations, easier maintenance and simpler upgrades.

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## PERFORMANCE

are largely driving the need for this.

It used to be that the winches were specified by the boat builder and they remained on the boat throughout its life, or until one failed and had to be replaced. Today, the sailors of the baby-boom generation may be aging, but they want to remain active and keep sailing.

Upgrading to electric winches is getting to be more and more appealing, but doing a retrofit can be difficult and in some cases requires major yacht surgery.



*In only seconds, Massimo Dell'Acqua had dismantled one of his new Radial winches. The red and white rings are composite material with roller bearings for smooth action without grease.*

The reason Harken went to a blank sheet of paper was to design "from the deck up" with a few key ideas in mind: safety, long-lasting performance, streamlined installations and simple hydraulic and electric upgrades.

This January, Massimo Dell'Acqua, sales manager from Harken in Italy

was on hand at the Toronto International Boat Show to talk about their new products and new processes. He explained that the industry was looking for reduced installation time, reduced labour and that boat owners were asking for reduced wear on their lines.

Massimo explained that, "Grip is a compromise of friction and wear. In the process of designing the new Radial line, we tested more than 70 different types of ropes. We tested different case angles, dry and wet conditions and with the test winches on actual racing and cruising boats. It is a huge job to finalize grip."

The final patented designs use slightly diagonal lines on the drum. These push the lines down to ease the lines and give the best control.

Safety was another important consideration. The new Radial models have a full steady top that remains steady and only the centre shaft turns. There is no way to pinch a finger in this design the way old designs can.

Talking about electric and hydraulic powered winches, Harken designed the Radial to accept an electric motor directly to the centre shaft of the manual winch. Some other designs mount the motor off centre acting on gears and that really complicates retrofit. The manual Harken Radial winches can be upgraded to electric quickly and easily and both horizontal and vertical engine mounts are available to accommodate the often oddly shaped under-deck spaces.

A standardized pattern for the mounting screws means these winches can be changed out and upgraded easily in the original mounting location. Harken has patented their install system. It allows quick installation without removing the



*This cutaway drawing shows the mechanism clearly enough, but many of the best features are how these winches come apart and go back together so easily.*

drum and the socket by holding hex head bolts captive in the base with a washer and top snap fit together to simplify maintenance and for mistake-free assembly.

Alternatively, there is a more standard way to install these new Harken winches. If you chose not to use the captive hex head bolts, the base also can accept standard round head fasteners, that just need to be loosened. They remain threaded in part-way so you can't lose one. Next, in a classic Harken design parameter, composite roller cages are used to reduce friction and require no grease. That reduces the odds of attracting and holding grit inside the winch. The only grease used is on the bottom.

Massimo ended by explaining that the many features of their new Radial line are all guided by the concept of "sailing made easy" and it seemed clear that the new Radial line delivers on that promise. He easily and quickly tore down a Radial winch on the desk at the display booth and showed us how the parts re-assemble only one way, so there's no chance of getting it back together incorrectly. ↵

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

*Emphasizing this ease of maintenance, he told us about a YouTube video with 8-year old Gabriel who dismantles and re-assembles a Radial winch for the camera. It's something any owner can do.*

[www.youtube.com/watch?v=fmECmNhplqs](http://www.youtube.com/watch?v=fmECmNhplqs)



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# THE Port Hole

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



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Photo: Gary Scott Breithaupt



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

**D**t's not easy to think spring when the wind chill is forecast at -35 and the backyard is decorated with a couple of feet of snow, leftover from the blizzard of two weeks ago. The snow is crisp and white and squeaks a welcome, but even though the sun scatters pinpoint diamonds across the snow, there is no warmth to be had. Weather notwithstanding, however, because of the intricacies of the publication process, the spring issue of *Port Hole* must begin to find life at the midpoint between the mid-winter solstice and the spring equinox.

Still, there's hope for a topic. Considering the seasons can point the way to spring, and spring – besides calling forth nautical images of scraping, painting, outfitting and launching – reminds us that the entire world honours some version of Earth Day. In fact, you have three choices. Arbour Day, the first one, is celebrated around the world with the date dependent on spring in the north and south hemispheres. On the first Arbour Day, held in the USA on April 10, 1872, an estimated one million trees were planted. Earth Day, April 22, celebrates the birth date of the founder of Arbour Day. The third event is World Environment Day (WED), established by the United Nations General Assembly in 1972 to mark the opening of the Stockholm Conference on the Human Environment.

We who spend as much of our spring and summer time on boats,

around boats, cruising, fishing, swimming, or anchored so that we can explore one of the Thousand Islands or any of our beautiful water's edge regional or provincial parks, work very hard to improve our knowledge of boating rules. We study weather and maintenance to make our cruises safer. We learn to plot paper and electronic charts. We study navigation.

We try to be good citizens. We watch our wake as we pass through narrow channels. We practice courtesy as well as the rules of the road when we are underway. As an ambassador for all boaters shopping and dining in the villages and towns along our routes, we make a point of leaving a good impression on the locals whom we encounter.

Do we treat the landscape around us with the same respect? Do we tread kindly upon the earth so that it will keep the welcome mat out for the next passing boater? While we realize that we are one of thousands of boating tourists who will pass through Gananoque or Ste-Anne-de-Bellevue or Merrickville this summer, do we ever think of the impact of 2.2 million boats on the environment – and that's only the motorized vessels that are large enough to require licensing. There's no count of the kayaks, the canoes, the row boats, the fishing boats and even the pontoon boats that see use every summer in Canada.

When we are scrambling to leave in time to make our next destination before dark, and we think we don't

have time to deal with our garbage, we can't fall back on the old excuse. Only one of us in a lakeside park who forgets to "pack it in, pack it out"? Our mess will biodegrade eventually – 400 years from now if we leave six-pack rings behind. However, if we are one of 1000 boaters to use the same shoreline as a sort of stationary raft for an evening swim, do we assume that the other 999 will be so ecologically mindful that they will make up for the trash we dumped? On the contrary, litter begets litter.

"The power of one man or one woman doing the right thing for the right reason, and at the right time, is the greatest influence in our society." That's a quote by Jack Kemp. Usually references to "the power of one" are intended to motivate. They usually allude to someone who founded a great movement or solved a great problem. However, we might also consider the power of one to damage the boating environment that is so important to our summer pleasure permanently. 

The editor of *Port Hole* has issued a challenge to *Port Hole* readers. This issue carries reviews from some of our regular contributors who were asked to describe the one book they felt was essential for their cruising pleasure. Now it's the readers' turn. What one book do you most often bring onboard? Why? We are not asking for a specific type of book - it can be a well-read novel, a technical book, or the one picture book that is guaranteed to soothe restless grandkids. Also tell us a little about your boating habits. Wrap it all up in 150 to 200 words, and send it in. We will print the reviews in the Summer issue.



Richard Bee, AP National Executive Officer  
Newmarket Squadron

## CPS-RVCC Program

**Y**ou may have seen this and wondered, what do the initials stand for? What is it all about? What does it mean to me and my Squadron? How can I get involved? CPS-RVCC stands for the CPS Recreational Vessel Courtesy Check Program. While this may sound like a mouthful, it is really quite simple. It involves appropriately trained CPS volunteers conducting a short safety check of a vessel.

But, before we get into the details of the program, let's look at the history of how the program got started at CPS. In December of 2005, CPS signed an agreement with Transport Canada's Ontario Office to train CPS volunteers to conduct safety checks as part of the Transport Canada Pleasure Craft Courtesy Check Program in Ontario. The initial groups of volunteers were trained and in the summer of 2006 started conducting vessel safety checks. This was a great opportunity to promote CPS, boating safety and our programs and courses to the public.

In the summers of 2007 and 2008 this program was slowly rolled out to other regions of Canada. This small group of volunteers in Ontario and later in other parts of Canada laid the ground work for what is now the CPS-RVCC program.

In the fall of 2008, the opportunity arose to make this program truly

our own. CPS submitted a funding request to the Transport Canada Class Contribution Program for funding for the CPS-RVCC program for 2009. The program provides funding at the 75% level for approved projects. CPS was successful and, in the late spring of 2009, our RVCC program was launched.

2009 was a startup year. We got a bit of a late start. We did have some growing pains. However, the program was very successful.

Now, let's take a look at how the program actually works. The check, which is focused on safety equipment, takes 20 to 30 minutes and is graded as complete or incomplete. A complete check receives a CPS-RVCC sticker.

More than 140 CPS members from across Canada participated in the program and over 640 courtesy checks were performed. Of the total checks, 56% were vessels that were checked for the first time and 60% were vessels under 9 meters in length. One of our partners, Salus Marine, made CPS branded PFDs available for the volunteers to wear when they were performing courtesy checks. At the end of the season, volunteers who had completed the required number of checks got to keep the PFD.

CPS has submitted a funding request for 2010 and is anticipating approval in the near future.

Hopefully I have answered the

question of what it is all about. Now, I am sure, you are still asking – what does it mean to my Squadron and how can I get involved? A short three-hour training course is required for people wishing to perform courtesy checks.

The CPS-RVCC program is a great opportunity to promote CPS, our courses and your Squadron to the public. Be creative; hold a courtesy check day at your marina, yacht club or a local launch ramp. If you are interested in participating in the program please contact the Chair of the CPS-RVCC program P/C/C Tony Gardiner or headquarters for more information. 

### National Volunteer Week April 18 - 24

Canadians have a rich history of volunteering and community involvement. Volunteers are on the front lines of all of our community services – community health care, heritage and arts, maintenance of green space, disaster relief, volunteer firefighting, minor sports – the list is endless. The work of the volunteer is essential work. National Volunteer Week (NVW) pays tribute to the millions of Canadian volunteers who donate their time and energy.

CPS would like to acknowledge all of our hard working volunteers. Thanks for donating your time and energy to make CPS great!

Visit [www.nvw-sab.ca](http://www.nvw-sab.ca) for recognition items and information on National Volunteer Week.



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Dear Editor:

The Winter 2010 edition of Port Hole includes two articles specific to proposed legislation requiring mandatory Personal Floatation Device (PFD) wear. I am pleased that CPS has advised our Members of outside efforts to lobby for increased boater legislation.

PFD wear on a boat is a motherhood issue. To wear a PFD is common sense and who can argue against it? All members of my family wear a PFD "the majority of the time" while boating and always in a smaller boat. Having said that, I am against mandatory PFD wear for vessels under 6 meters as I believe the blanket ruling is far too simplistic and heavy-handed.

Comparisons have been drawn between mandatory PFD wear in boats and mandatory helmet wear on motorcycles. The two do not equate as riding a motorcycle is a singular activity, while being onboard a boat takes in a wide variety of activities and situations, not all conducive to PFD wear.

With 40,000 Members, CPS is a significant representation of the Canadian boating public. Speaking as one voice, our organization has the respect of government agencies and non-government. CPS has wisely avoided misusing that voice by abstaining from lobbying efforts and rather focusing on boater safety awareness. I applaud our leadership for following this course.

To conclude, I restate my support for the wearing of PFDs and the promotion of their voluntary not legislated use.

Regards,  
Jeff Evans, Sarnia Squadron

**Editor's note:** Thank you for the letter, Jeff. For our readers, Jeff refers to a piece from the Canadian Safe Boating Council. It's on page 15 of the winter 2010 issue of Port Hole, the Did you know.... page.

Readers are encouraged to send their comments, as CSBC requests, to their contact, Barbara Byers at [barbarab@lifeguarding.com](mailto:barbarab@lifeguarding.com)

Dear Editor:

I read, with interest, the Winter 2010 edition of Port Hole and was particularly pleased to recognize a new contributor T. Milne Dick. His article on ice hazards was very enlightening. The reason I am writing to you is that I know you are always seeking out new contributors to Port Hole. It seems traditional that as part of the byline you recognize both achievement the contributor has earned through CPS and the Squadron of which they are a member. In the case of the article of Dr. Dick you managed to leave out both. An oversight? In talking with Milne, he did say they were clearly part of his submission. It would have been correct to recognize the author of this article as T. Milne Dick, N, Midland Squadron. As the immediate Past Commander of the Midland Squadron, Georgian Trent District, Milne has a wealth of knowledge that I am sure he can share with us and I would just like to see that you apply the standards you use for all other contributors when recognizing them.

Respectfully submitted,  
Gerard Lyons, AP  
Commander, Midland Squadron

**Editor's Note:** You are entirely correct that we do try to connect our contributors and their Squadrons. Unfortunately, we didn't have T. Milne Dick's Squadron on the text copy we had, but are delighted to be able to acknowledge his home Squadron now.



*CPS is a Family Affair*

**Jeff Evans, AP  
Sarnia Squadron**

Today, on my daughter, Andris', 12th birthday, I found myself reflecting upon our collective experiences as a family.

It was an amazing hot sunny day that Saturday afternoon in June of '95 when our son Owen was introduced to many of our CPS friends. Just three months old, Owen was attending his first District Rendezvous at Sarnia Bay Marina. At the time I was volunteering with Sarnia Squadron as their Commander.

Each summer, my wife Cecily and I would spend much of our free time aboard our Chris Craft *Pokey's Progeny* and this new addition to our family was to be immersed into our boating lifestyle. In 1997, Andris arrived to join the three of us and Pogue the dog as we ventured further afield on the water.

Over the years we travelled to numerous CPS Rendezvous at Leamington, Boblo Island, Chatham, Radlin's Marina, Wallaceburg, Port Huron, Sarnia, Bayfield and Goderich. At the same time, my involvement with CPS evolved from Sarnia Squadron to Western Ontario District.

Our boating experiences also evolved as we started travelling with the "Gang of Five", a collection of Squadron families looking to spend their summer holidays anchored in the pristine beauty of the North Channel and Georgian Bay.

As times changed, so did we. Pogue passed away and we were joined by a puppy named Kipper. We sold *Pokey's Progeny*, bought a Sea Ray *4EVANSache* and moved our home port to Goderich. I was now volunteering with CPS at National, meeting similar boating enthusiasts from throughout Canada.

We wanted to make sure our boating skills kept up

with our adventures on the water. Cecily took the *Boating Course* as well as *Maritime Radio* to be familiar with the boat's operation. A few years back, I improved my navigation skills by taking *Advanced Piloting*. On Owen's 8th birthday, he obtained his PCOC and Andris followed suit in 2006. In 2007 Owen took *Maritime Radio* and then graduated in 2009 from the *Boating Course* (taught by our good friend Paul Campbell). Just this year, Andris completed *Maritime Radio* instructed by Squadron member, Reed Pletch.

It may sound like we have been busy, both on the water and with CPS but the adventure is still underway. We are currently expanding our "fleet", restoring two '70s vintage Chrysler runabouts for launch in 2010. Owen (now 14) and Andris (12) feel as much at home at the marina in Goderich as at our residence in Brights Grove. We have many new CPS friends with whom we boat with to northern hideaways. We are never surprised to run into old friends like the "Gang of Five" in anchorages such as Covered Portage Cove.

My involvement with National has wound down but I remain active with CPS, volunteering with Sarnia Squadron where possible. This week's assignment is organizing the "Howard Peck" CPS Boat for the upcoming Christmas Parade.

As you can imagine, boating is an essential component of our family's lifestyle and CPS has helped us increase our boating enjoyment. As a family, we have been fortunate to spend our summers together and will do so for as long as possible. It will not be many years until Owen and Andris are off creating their own adventures, on land and on the water.

Be sure your family gets the most out of CPS by diving in, learning new skills and making lifelong friends. CPS is truly a family affair. 🇨🇦

# The situation didn't frighten me – he did

## A cautionary tale

by Diane Dentinger, Saskatchewan Squadron, as told to Joan Eyolfson Cadham

Trust is a good thing, but, says Diane Dentinger, so is research, in particular if, as a novice sailor, you are invited to crew on an offshore cruise.

After one brief experience with dingy sailing, Diane had become hooked. Interested in learning more, she read everything she could find. When she decided that on the water experience was just as essential, in 2000, she bartered her skills as a wood worker in exchange for sailing lessons on Cold Lake from an experienced sailor. "We were on the water three or four days every week," said Diane. "She taught me as much as she could."

But Diane also met George, a second sailor, on Cold Lake, the 280 square kilometer stretch of recreational water that crosses the Alberta/Saskatchewan border about three hours north of Edmonton. George gave her lessons in docking a sailboat and complemented her on her quick learning.

And then, Diane went on with her life. Years later, George contacted her. He had an exciting offer. Would she crew for him to Mexico and Hawaii? There was only one answer. Diane met George in Nanaimo. "He explained that he was retired and this had been his dream, to sail to Mexico offshore."

Diane knew she was a novice sailor and she was alarmed when she realized that, for an offshore trip on a 35-foot sailboat, she was the only crew.



"I hadn't been on the water for four years," Diane said. "I was rusty." Besides, she thought, 35 feet was going to be a lot of sailboat for two people, sailing offshore, who need to keep watch, turnabout, all night long. Diane had never learned to read a chart, to understand the buoyage system, or to use a marine radio. George, the skipper, wasn't concerned. Diane wasn't sure that she was comfortable with his casual attitude to her missing skills, but, she said, "I thought he knew what he was doing and what we needed, and I put my anxiety down to my own inexperience."

Until the night of the storm.

"We'd been doing three-hour shifts, day and night. I got up at 3 a.m.. I clipped on, which we did at night. There were huge swells. The wind was blowing like mad. It was pouring rain as well, and it was cold.

The main was dipping in the water – we were sailing on our ear. The skipper went below to sleep."

Diane knew she was dealing with more wind, more sail, and more boat than she could handle. She called until she woke George up. "He came up, reefed the main and went below again. I called him again. I was insisting that we had to reduce sail. I had to call a third time before he finally furled the foresail until it was reasonable for the conditions. He was an experienced sailor who was not making rational decisions any more."

"We were not dragging a tender. He had it deflated." Both of them were seasick. Diane had been keeping up her fluid levels, but George was not. "He wasn't keeping himself hydrated. You need food and water to keep your brain functioning."

Diane had a sudden sickening realization. She didn't know where they

were. Nobody knew where she was. If she died, her family would never know what happened to her.

"The situation wasn't frightening me. The situation was awe-inspiring. He frightened me. I finally said, What do you think about turning around?"

The next day, George said he'd lost his nerve. "I said that if he had lost his nerve, we should turn around." But there was another complication. "In that weather, he was navigating by dead reckoning. He figured we were 30 miles off-

shore. He finally took a GPS reading. We were 100 miles out."

The duo made landfall at Neah Bay, Washington. George the experienced skipper, had left Diane, who did not understand the buoyage system, at the helm through the Strait of Juan de Fuca where she had to ease around freighters, ferries and smaller boats. Then he ditched her on the American side of the border. "I hitched a ride to Port Angeles to get a ferry to Victoria."

The near disaster has not deadened Diane's love for boating.

When life took her to Saskatoon, she joined CPS. "I am not going to rely on getting information from other people. I am going to learn this on my own, as much as I can." That, Diane says, includes tides, charts and weather. "I'd like to take all of this."

She hopes to own her own sailboat some day. Meanwhile, she has discovered the joy of kayaking on the uncluttered waterways 45 minutes from Saskatoon and, she says, "the beautiful, isolated, pristine northern lakes." ■■■

## Some Problems Never Change

The Thousand Islands Association, an organization comprised of sailors, boaters, seasonal and permanent residents on both sides of the border throughout the 1000 Islands, still faces many of the same problems that members identified when the organization was founded in 1934.

"Years ago they were discussing noise and the reckless operation of watercraft," said Patricia Tague, outgoing president of the association. In the late 1930s, residents of the islands sought winter policing of their properties and the establishment of shoal markers to warn boaters of underwater hazards. Distributing and maintaining about 200 shoal markers annually remains a major activity of the Thousand Islands Association. The cost is approximately \$20,000 or about 40 per cent of the organization's yearly budget.

During the 1940s, members of the association discussed garbage disposal, improving fire protection and bringing electricity and telephone services to the islands. In the early 1950s, association members

were alarmed about the growing menace of irresponsible outboard motor operators. That problem still remains and is becoming worse.

It is difficult for Ontario Provincial Police officers to enforce noise regulations since they fall under the Canada Shipping Act which is federal legislation and there are no direct rules defining what is against the law, said Terry Bambrick, a member of the association. New York State officials have such regulations and the equipment to measure the noise level of boats allowing officers south of the border to lay charges.

"We are not here to ban boats or to dictate how a person spends their time having fun and enjoying the river but each boater has an obligation to other boaters and to sustain the environmental rights of others on the waterway," said Bambrick.

—from an article by Roy Lewis, August 2009, St. Lawrence EMC on line



## Kids Get Caught

Sudbury Squadron and the OPP team up to reward kids for wearing lifejackets. If kids are wearing a lifejacket when stopped by the OPP they get a T-shirt that says "I got caught wearing my lifejacket." The shirts also include a CPS logo.

Cst. Michelle Coulombe says, "marine officers were conducting checks during the Civic holiday weekend, on waterways in the Sudbury and Espanola area and found a total of 11 kids not wearing their lifejackets. Some of the kids on one particular lake were pretty upset when they learned they weren't getting a T-shirt, especially after learning that several other kids from that campground all received shirts."



## JUST ASK JOHN

John Gullick, CPS Manager of Government & Special Projects

To view John's FAQs visit [www.cpsboat.ca](http://www.cpsboat.ca) and click on Boating Resources

John Gullick fields many of the calls for information that come to CPS Headquarters in Toronto. He has agreed to share some of the questions and his responses with you. Should you have questions for John, send them to [theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca) and we will pass them along.

**Q:** In the February 2010 copy of *The Port Hole*, *Just Ask John* indicated, if I am reading it right; if you could produce a hard copy of your certificate prior to 1999 you could be eligible for the PCOC card. I graduated in Feb 1998 and have a copy of my certificate. Where can I obtain my new boaters card?

I am presently a full member in CPS and have been since 1998.

Can you confirm if my impression of the question and answer was correct.

**A:** If you can produce a hard copy of your Boating Course Certificate taken before April 1, 1999 then, under the regulations, you do not need a PCO Card. Unfortunately CPS cannot issue a PCO Card if you took the boating course prior to April 1, 1999. We used to be able to do so but not since October 2008. If you want a PCO Card then you will have to challenge the test.

**Q:** I have my operator card. Do I need a license and need to have my boat registered? A small (about 12 feet) aluminum boat on which I use a 10 hp outboard and one about 20 feet with a 20 hp motor..

**A:** You will need a vessel license, the paperwork for the number that must appear on each side of the bow of your boats for any boat that is powered by a motor of 10 hp or greater. 9.9 hp not included but a good idea. You can get vessel license information from any Service Canada office.

**Q:** Am I legally required to transfer ownership of a second-hand boat I have purchased?  
If I am, will I be required to pay tax and what percent of GST or PST?

**Q:** Yes you are required to transfer ownership. You should have received from the original owner a Vessel License form with transfer of ownership on the bottom. The form will show the vessel license number that appears on each side of the bow and a description of the boat. There is a legal requirement to carry a copy of that license certificate on board. You will be required to pay PST on the amount listed on the Bill of Sale. If you do not have a copy of that certificate you will have to visit a Service Canada office and get copies of the transfer of ownership form and a form that declares that you are the current owner that must be signed by a commissioner of oaths. You will also need the Bill of Sale.

**Q:** I have been boating for a long time but mostly on small lakes in northern Ontario.

When I moved to lake Simcoe two years ago, I passed my boaters license and VHF course. I keep being confused about what VHF channels I can use for conversations with fellow boaters. I am well aware of the restrictions on channels 16 and 70 and understand and use channel 68 for marinas. But what channels can I legally use when talking to friends about where to meet or weather information in a given area, or how busy a lock is etc.?

**A:** Use channels 6, 11, 12, 13 and 14.

**Q:** My PCOC has my maiden name on it – does that matter? And, if it does – how do I go about changing it?

**A:** The PCOC shows proof that you have passed the required operator competency test. It is good for life. If you want to get a name change you must contact the provider that originally issued the card. In order to use the card with your maiden name you would also be required to show proof that it was your maiden name. The best idea is to get the name changed. There will probably be a replacement charge.

**Check out John's YouTube Boating Tips at:**  
<http://www.youtube.com/CPSECP> 



## Trailer Sailing: My way, the highway

**John Arrufat**  
from *USPS The Ensign*

Trailer sailing the way I do it is not less sophisticated. It's specialized, the way glider flying is a more seat-of-the-pants experience than flying a Cessna Twin.

I sail about five times a year, about half the time on overnight trips or longer. Every three or four years I discover a new area. Fifteen days has been my longest trip so far. The trend seems to be toward taking fewer trips to farther destinations and staying longer.

Marketed as a starter boat, my Venture 21 came with a trailer inadequate for long distance use. After 25 years in the same boat, my requirements have grown, and the modifications I've made to the boat and trailer make them unrecognizable as the package MacGregor offered in 1968.

I don't park my boat at home, because restrictive covenants on my house allow me to park it there for only 24 hours at a time. My monthly dry storage fee costs about as much as a slip and gets me a two-car-deep stall in a barn. My fellow tenants include a few ostentatious motor coaches and some antique cars. The barn's other residents – three horses, two donkeys, two baby goats, a champion mouse-hunting cat and a dog named Brian whose head comes up to my waist – are always curious about what I'm doing and don't mind the jazz on my boom box.

Trailer sailing is strenuous and not spontaneous. Although the mast goes up by motor winch, launching is still complicated.

Trailer sailing is more hazardous than sailing. I've collected more road breakdown and launch ramp stories than Carter's got pills.

Once a trailer bearing burned in heavy rain and melted the spindle off the axle. I drove away to gather parts and caught up with the boat the next day – nose down in the mud of a state impound yard.

Why go through this hardship? In the early days, I'd push off from the dock exhausted, my sailing day having just begun. But trailer sailors can pick a scenic waterway on a map and trailer the boat there quickly. With my San Juan Island charts, I can launch strategically to create a great cruise and anchorage that will fit a given time allowance.

In a new town on new water, I feel the adventure like early sailors who often knew little about where they were or what lay ahead. Despite modern charts and books, there are still plenty of surprises.

Gathering local knowledge and then discovering the area on my own is a vast process. I would rather know a little about a vast area than everything about the 20 miles surrounding a slip. 🇺🇸

# BOOK REVIEWS



For our Spring issue, we asked several of our regular contributors to review the one book that they most wanted on their boat all the time. They were also asked to tell the readers a little about their boating habits. They responded with an eclectic assortment of books.

For the Summer edition, we challenge our readers to do the same. What one book is essential equipment aboard your boat? And what is that boat? Send us 150 to 200 words and we will print our "Readers' Choice Reviews" in the Summer edition.

## **The Complete Guide to Trailing**

**Your Boat**, Bruce W. Smith, McGraw-Hill  
ISBN # 978-0-07-147164-0

In Canada available with or without Seminar notes from Canadian Power & Sail Squadrons [www.cps-ecp.ca](http://www.cps-ecp.ca)

This book really lives up to its title. It is well laid out in a logical sequence and is loaded with great photographs and illustrations. Sections include: Choosing Your Tow Vehicle, Trailer

Hitches, Choosing and Equipping Your Trailer, The Art of Towing, Launching and Retrieving Your Boat, Trailing Sailboats and Maintenance.

How to select, use, maintain and improve a boat trailer is often the last thing a boater thinks about and then only when they are about to leave the driveway to head out for a day on the water.

I can't count the number of times I have seen boats on trailers with no tie down straps, tires that are not inflated properly, no safety chains and lighting systems that are not working properly, if at all. Any one of these is a recipe for disaster. A poorly inflated tire catches the edge of the road, perhaps it blows. The trailer starts to sway violently causing the tow vehicle to go off the road while at the same time the boat literally flies off the trailer. Fiction? No, this is an actual incident that I witnessed. Fortunately there were no serious injuries but the whole situation could have been avoided if the simple and

basic advice provided in this book had been followed.

This book is the best that I have ever found on the subject and I highly recommend it as a "must read" for any boaters who trailer their vessels.

—**John Gullick, Manager of Government and Special Programmes, Canadian Power & Sail Squadrons.**

**Habitant Poems** (New Canadian Library No. 11) by William Henry Drummond

This collection of poetry written in a pseudo French Canadian accented English offers a view of life in Quebec. From the "Wreck of the Julie Plante" to "Doctor Fawcett From Saint-Anicet", and others, the reader gets glimpses of life in Quebec from what may not currently be considered a politically correct but nonetheless entertaining point-of-view.

—**James Hay, JN**

**Meteorology**, fourth edition, William L. Donn, McGraw Hill, 1975, ISBN 0-07-017599-3

There's a big difference between the books I would have considered essential for cruising around Montreal and the Thousand Islands aboard Hironnelle and an essential book for one of my little Saskatchewan boats, Maria Oddny or Pennedragon. However, there is one that fits all situations.

I bought my copy of *Meteorology* when I started the CPS weather course during the mid 1980s. The best part of the book is the 14 pages worth of spectacular black-and-white clouds that actually match what I can see in the sky. But I also liked it because each chapter ends with a

quiz, which Donn calls “exercises.” It’s a guarantee that I will read for retention.

The first edition was published in 1946. There’s no fifth edition listed on the Internet, although my edition is still available, second hand. In 518 pages, including a detailed table of contents and an eight page index, Donn covers all aspects of weather in a scholarly but readable fashion, with the text enhanced by the use of multiple photos and drawings. The technology might be out of date, but cloud shapes are not.  
—Joan Eyolfson Cadham, S

**Following the Curve of Time;** The Legendary M. Wylie Blanchet, Cathy Converse, Touchwood Editions, 2008, Surrey, BC ISBN 978-1-894898-81

The one essential book no coastal boater can be without is Canadian Tide & Currents, but on a lighter note, the book I often leaf through on the boat is one of my favourites, ‘The Curve of Time’. I reviewed it here in 2007 and thought I would offer you a book that follows up on the original story.

The author travels to some of the same BC coastal islands and inlets that Capi Blanchet, author of The Curve of Time did more than a half century before, along with her children on her 25-foot boat the M.V. Caprice. She fleshes out what is known of Mrs. Blanchet and includes some previously unpublished photographs. We also learn what later became of both her, her children and her boat.

The book mentions that by 1939 war was being waged in Europe, and that “the coast suddenly took on a different aspect and, except for those

who volunteered to work through the newly established Power Boat Squadron to patrol the coast, pleasure cruising basically stopped.”  
—Josie Ross, AP

**PORTS, Cruising Guides** Printed by Metroland West Printing. Books can be ordered by CPS members for a 25% discount. Log onto [www.cps-ecp.ca](http://www.cps-ecp.ca). Click on Ship’s Stores/Partner Feature Products.

Our boating is now done on a 25’ pontoon boat, with a removable full camper top – a step down from the old 33’ steel hulled fish tug in which we used to cruise Lakes Superior and Huron.

We trailer our vessel to many of the larger Muskoka lakes, Georgian Bay and the Trent-Severn River system.

The PORTS books have been indispensable on board. These splendid books are full of tidbits of boating information from boat courtesy and handling to fishing and weather information. They are spiral bound and set up with reference to the appropriate nautical chart.

My favourite and most often used feature is the labelled aerial views of marinas, ports, narrows, locks, anchorages et al. It helps to visualize where you are and how to approach various hazards. The books include maps of various lakes or parts thereof.

With these books we plan where to anchor for lunch or the night; where to shop or do laundry; and points of interest along our cruise.  
—Nancy Thompson, AP

**Sailing Alone Around the World,** Captain Joshua Slocum, illustrated by Thomas S Fogarty and George Varian, New York, The Century Company, 1900

We always enjoy reading about the exploits of others, particularly when it involves someone who was the first to achieve an accomplishment or to show great skill and determination.

The voyage of Joshua Slocum being the first single-handed circumnavigation is such a story. In our age of GPS it is interesting to read about a voyage made with an unregulated chronometer and of the effective use of thumb tacks.

Skill and ingenuity were both required for this voyage and Captain Slocum’s account gives one a taste of the trials, tribulations and victories of that trip.

Both Slocum’s book and *Habitant Poems* (page 10) were reviewed by Jim Hay who couldn’t make a decision between them  
—James Hay, JN

**Submit your book review to**  
[theporthole@cps-ecp.ca](mailto:theporthole@cps-ecp.ca) 



# 54 weeks, 7500 miles

**Joe Amelia, P**  
*Blue Heron Squadron*

Once again we are back on the land, living as dirt dwellers, after circumnavigating the eastern half of North America.

On June 17, 2009, my wife Mary Beth and I completed a 54 week long, 7,500 mile sailing adventure on our 30 foot Morgan Sailboat, the *Pot 'O' Gold*. We stepped the mast twice, motored down the inland rivers, crossed the Gulf of Mexico, sailed to the Dry Tortugas, crossed Florida to the east coast, then followed both the inter-coastal waterway and the open Atlantic home to the Canadian Maritimes.

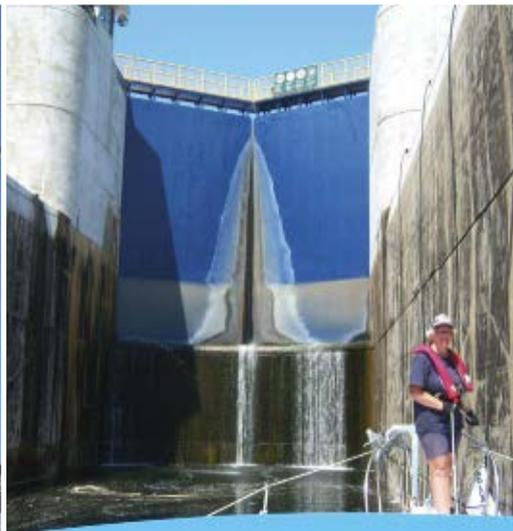
We spent 87 nights on mooring balls, 38 nights at free docks, 92 nights at anchor, 15 nights tied up at locks, 113 nights in marinas, 7 nights sailing, and 28 nights in our tree house on Drummond Island.

Preparation for the trip included taking CPS courses. We both took *The Boating Course* and I added *Piloting*,

the *Maritime Radio Course*, and *Fundamentals of Weather*. I also took *Advanced Marine First Aid* from the Canadian Coast Guard College in Summerside, and we both took the Canadian Yachting White Sail courses.

*Pot 'O' Gold* is a 1969 30' Morgan sailboat, outfitted with the original Atomic 4 gasoline engine, upgraded with electronic ignition and heavier duty alternator. The vessel itself had upgrades to the roller furling, dodger, cushions and curtains. The alcohol stove was changed to non pressure, and we had refrigeration installed, all new lighting, plumbing and a 115 watt solar panel, wind generator and dingy davits installed. We added a larger anchor, a 33 lb. Bruce with 100 feet of chain and 200 feet of line, which, with a spare 22 lb Danforth with 100 feet total rode, made up the anchoring hardware. The electronics were upgraded to a Garmin Chartplotter as well as GPS and software for the laptop as backup, and we purchased paper charts and guides for every leg of the trip.

In the beginning, we headed up the Gulf of St.



page 12: Approaching "Paradise", the 7 Mile Bridge into Marathon FL page 13, left: Part of my "eat what we catch" program middle: Mary Beth says if she saw this lock before we left, she would have changed her mind. Ottawa River right: The Arch in St Louis on the Mississippi

Lawrence and the St Lawrence River (yes, we went against the current) where we saw whales, large ships, huge locks and cold weather. From there, we journeyed to the Ottawa River where we motored through the Canadian Heritage Canals (Rideau Canal and Trent Severn Waterway).

These waterways were quiet and pristine, and the lockmasters (there are almost 90 locks here) were absolutely fabulous in both attitude and work. The majority of these locks were opened (cranked) by hand. Staying at the locks overnight allowed us to appreciate the towns and cities en route, and the quiet anchorages let us feel the solitude of the area. We met several other folks doing the same trip (the Great Loop is a circle that can be started and closed anywhere), and this is where we learned about cruisers and their passion for pot luck dinners and cocktail hour.

The next leg gave us an opportunity to sail Georgian Bay, the North Channel, Straits of Mackinac and south on Lake Michigan to Chicago. This was in July, so the refreshing cool waters of Georgian Bay were welcome after a hot day, as was the fresh fish handily caught for dinner. The rocky bottom in this area demanded strict attention, and after going aground, we were forced to spend a few weeks in the resort area of Drummond Island, where daily fishing, relaxing, and cocktail hour were the story as our vessel underwent some repairs.

Lake Michigan, with its "Harbors of Refuge" every twenty miles, made for a wonderful and exciting sail to downtown Chicago. We were just slightly ahead of Hurricane Ike, and could see bits of it in the sky on the big lake. Ike would determine our timing for the next few weeks, as it overflowed the inland rivers, and stopped navigation. Until the existing boats could leave, we were once again forced to enjoy the big City delights of Chicago.

We expected to be intimidated by the large city marinas (Montreal, Chicago) where we had to step our mast to gain entry under bridges. We were more than pleased with the help, efforts, and low cost of getting this work done there.

Travelling the inland rivers (Illinois, Mississippi, Ohio, Cumberland, Tennessee, Tom Bigbee Canal, Black Warrior, and Alabama River) was like moving through the entire country in one line, and only seeing the best parts of each. The northern rivers offered huge barges (up to 25, controlled by one towboat, downstream with right of way, of course), the tow Captain's own language (see you on the 'one whistle') and the locks. There are virtually no marinas on this leg, it is hugely industrial, with up to a 5 knot current on the Mississippi, and anchoring for the night was an experience that will be remembered for a lifetime. Navigation at night was simply not an option, although the towboats with their "mini sun" spotlights would seek you out in the dark and make you think dawn had arrived early.

The southern rivers were calm, quiet (except for the bass boats), and had the most reasonable pricing and friendliest folks on the planet. I believe that when I retire, the Florida Keys and inland rivers to Tennessee will be where I stay.

After Mobile, AL, we were ever approaching that aqua water I had been seeking. All that was left was to overnight sail the Big Bend of Florida and cross the Gulf of Mexico. And arrive we did, wintering in the Florida Keys (Boot Key Harbor, Marathon), while taking several trips to Key West (we missed an impromptu Jimmy Buffet concert by one day), and an absolutely fascinating 70 mile offshore sail to the Dry Tortugas where there are no supplies, stores, water or public docks. We saw our first real sharks there, and met with cruisers from around the world.

Mary Beth learned to blow a conch shell here, and would nightly blow it at sunset, mostly to receive return



blows in exchange. I purchased snorkelling equipment, a lobster catching kit (lobstermen home roll on the floor laughing when I tell them how I did it), and my trusty spear gun.

Across the Gulf again, to the Okeechobee Canal and lake to cross to the east side of Florida, and up the east coast we came. We met with delightful people, visited and toured incredible cities, Savannah, Beaufort, Charleston. The history and the sights continued.

But, who would name a place “the Dismal Swamp Canal”? North Carolina and Virginia, that’s who. And I agree with the name. This canal is narrow and shallow, the water is clear brown from tannins, and it rained all the time we were on the canal. More adventure. Norfolk with its huge refit harbour, the open ocean, Atlantic City, then onwards to the Verezanno Bridge, New York City and the Statue of Liberty. We were allowed to anchor behind the statue, and although the feeling was comforting to us, the water was rocky, and the anchor was covered with black slime that got all over the boat in the morning. To my great disappointment, the flame the statue holds is fake. Once again a highlight and letdown at the same time.

Next was Long Island Sound and rain. The weather started getting cooler and winds were picking up, not always in the right direction. We were forced to search out an emergency anchorage, and found a quiet spot beside a power plant. Their cameras were on us all day until we left.

Continuing through Nantucket, Buzzards Bay, Martha’s Vineyard to Cape Cod felt like being part of a movie, but the history, the huge fishing vessels, and the accents all made us feel like we were nearing our Maritimes home.

From Cape Cod to Shelburne, Nova Scotia was a 250 mile offshore sail that would require three days and two nights. It went without a hitch or problem, and we were again back in Canada.

We closed our circle by sailing the south shore of Nova Scotia and taking the Canso Canal to the



top left: Pot ‘O’ Gold at anchor in Dry Tortugas middle: Bush Key in the Dry Tortugas right: Lady Liberty, flame is fake. We anchored right behind her, what a highlight! bottom: trip completion

Northumberland Strait, and home to Charlottetown. Sturdy old *Pot ‘O’ Gold* is on the hard, awaiting a refit.

It is depressing when I think of how simply and quickly we returned to our old life of working, being busy, and having very little time for each other or ourselves.

However, on occasion, when sitting down at night sharing a cocktail, our eyes will drift to the mantle, to see the unblown conch shell, lobster kit and spear gun, our minds will drift to Schooners Wharf Bar in Key West with Michael McLeod music in the background, Mary Beth’s brow will furrow, and I can almost hear her thoughts aloud, “How long before that refit is done”?

More information on the Great Loop is available at [www.greatloop.org](http://www.greatloop.org).

More information on the *Pot ‘O’ Gold’s* trip at [www.potogold.wordpress.com](http://www.potogold.wordpress.com). 

# Did you know...

## U.S. Coast Guard – boater education is essential

U.S. Coast Guard 2008 boating safety statistics show a rise in recreational boating fatalities from 5.3 in 2007 to 5.6 deaths per 100,000 registered boats in 2008. Operator inattention, careless or reckless operation, no proper lookout, operator inexperience, and passenger or skier behaviour rank as the top five contributing factors to recreational boating accidents. Alcohol consumption continues to be of major concern in fatal boating accidents and is listed as the leading contributing factor in 17 per cent of the deaths.

Rear Adm. Kevin Cook, the Coast Guard's director of prevention policy, emphasized the importance of boater education. "The 2008 report shows a clear link between safety and boating education by highlighting that only 10 percent of deaths occurred on boats where the operator had received boating safety education," he said. "In addition, two-thirds of all fatal boating accident victims drowned and of those, 90 percent were not wearing a life jacket." The Coast Guard urges all boaters, whether as an operator or passenger, to take a boating safety course and always to wear your life jacket. —the Ensign Sept/Oct 2009

Each person throws away approximately four pounds of garbage every day. Most families throw away about 88 pounds of plastic every year.

We each use about 12,000 gallons of water every year and one-third of all water is used to flush the toilet.

For every ton of paper recycled, we save 7,000 gallons of water free from chemicals. Every ton of paper that is recycled saves 17 trees.

It takes 90% less energy to recycle aluminum cans than to make new ones. 5 billion aluminum cans are used each year.

Earth is two-thirds water, but all the fresh water streams only represent one hundredth of one percent.

14 billion pounds of trash is dumped into the ocean every year.

Plastics take 500 years to break down, aluminum cans take 500 years, organic materials take 6 months, cotton, rags and paper take 6 months.

## How do your running lights look from the other side?

Ever wonder how your boat's running lights look from the other fellow's point of view? There's an easy way to check. At the marina, turn on your running lights and have a look at them from down the dock.

Are your sidelights obscured? When the boat is viewed from dead ahead, do the red and green lights overlap, making your heading unclear or is the cutoff from red to green sharp and distinct? Does one sidelight disappear before the other one comes into view? Does anything obscure your anchor light? —From Lower Columbia Squadron via Ensign

## Are you prepared?

This list was prepared by News Canada for Safe Boating Week but it also has a place on every boat before the first spring cruise:

- Does your boat meet all safety regulations?
- Is your boat seaworthy and capable of handling the prevailing water conditions?
- Do you have an approved life jacket for every member of your party?
- Do you have safety flares and a waterproof lighter?
- Do you have two buoyant towlines?
- Do you have an anchor?
- Do you have a sound-emitting device, such as a horn or whistle?
- Do you have paddles or oars?
- Do you have tools to perform minor mechanical repairs?
- Do you have a first aid kit?
- Do you have a fire extinguisher?
- Do you have sufficient fuel?
- Have you checked for fuel system leaks or fumes?
- Do you have water and nourishment?
- Do you have protection from the elements – sun, wind or rain?

Earth Day is 40 years old this year. The first Earth Day was celebrated on April 22, 1970. The date was chosen to honour the birth date of Julius Sterling Moron, the founder of Arbor Day as a day for tree planting. For Earth Day 2010, Canada's Earth Day Network is running the Billion Acts of Green Campaign. The goal is to get everyone to commit one eco-friendly act on April 22. How about organizing a shoreline-cleaning crew? If the weather is uncooperative, the planning can always be done on April 22, with the actual clean up held under warmer, drier conditions.



# JET SET

Bradley Schmidt

## The Jet Set – Outboard Restoration Part 1

If you had an opportunity to read the last *Jet Set* column you'll know we took a trip down memory lane, reflecting on the importance of making memories for young boaters. This got me thinking about the old Ted Williams 4.5 hp outboard that powered my first motorboat ride. I decided I would dig it out of storage, restore it, and put it to use this coming summer.

Though this motor holds some sentimental value for me, the fact remains that older outboards are available quite often for next to nothing. With parts almost universally available for these motors, it stands to reason that with a little effort, a vintage motor can be an inexpensive way to power your boat.

The Ted Williams air-cooled outboards were a Sears Catalogue item. They were manufactured by Eska in horsepower range from 2hp to 7.5hp. What is unique about these motors is the fact they are air-cooled. The motorhead itself is a simple Tecumseh single cylinder two stroke. This is in-turn coupled to a water-cooled

lower unit. The gas tank is integrated into the motor as well, and at 40 lbs, the Ted Williams is a light outboard even by today's standards. I plan to use it to power my Dynous inflatable this summer. Rather than do a full showroom style restoration, I am planning a sympathetic restoration. Since the motor still has good compression I am only going to do a full mechanical tune-up (carb rebuild, points, condenser, coil, spark plug, etc.), replace the impeller and refill the fluid in the lower unit. Cosmetically I will repaint the top of the motor and install new stickers.

Parts for your restoration are likely still available at your local outboard dealer. If like me you have something a little more rare give eBay a chance. I found an Ebay store that stocked all the parts I needed for my restoration. They were shipped to my door for under \$75 total.

Take a look at the "before" pictures. The next column will detail the rebuild and the first start in twenty years! 🇺🇸





## Bernard Peissel, P

Going up the mast is not everyone's cup of tea. It's best put off to a windless day in a protected harbour, even better if you can delegate the job to someone else.

I had always wondered what a sailor would do at sea. I had looked with approval at some of these cruisers with footholds up the mast, while, at the same time, I would wonder what the wind drag would be. I was not sure how anyone – in particular, me – would fare on an open ocean in any kind of swell. I could see myself losing hold and swinging away from the mast only to be turned around and smashed backwards against it.

In June of last year my son and his friend, co-owners of their Southern Cross 28, successfully sailed from New York to Portugal via Bermuda and the Azores. I was invited as crew for the return trip, his friend having other commitments. We met early November in Las Palmas, Canary islands and sailed to the Cape Verde islands and there jumped off for our crossing of the Atlantic to Martinique. Halfway across the Atlantic with French Guiana our closest landfall 850 nm away, the spinnaker halyard parted. It had chafed against the Genoa roller reefers.

A few days later we were under Main and Genoa;

wing and wing. We decided it was now or never to repair – the seas were down to about three feet and we could not expect much less – so we dropped the main and kept sailing under Genoa in the fifteen knot breeze. As we were only two aboard, our Cape Horn wind vane kept our course while my son hoisted his lighter dad up the mast. We always use two halyards just to be safe. One does the work and the other is pulled up tight every few feet as a precaution. I had insisted that we tie a line around my waist and the mast so I would not swing out, although this had to be retied as I passed stays and spreaders.

To my great surprise and comfort the motion of the mast under sail is slow and smooth. I am quite sure that, coming from our stern, the waves could have been bigger with no added discomfort. It took about twenty minutes to weave the halyard under the forestay through the sheaves and down under the backstay.

Looking back at the photos. I am surprised that in shorts I made it back without any lacerations to my legs and no discomfort for my efforts. But I was delighted to know that was one exercise I would repeat without hesitation the next time. Three days later I celebrated my 66th and look forward to still a few more trips up the mast. 🇩🇪

James Hay, JN

Lake St. Louis Squadron

“It’s just a little bitty ball in the great big sky floating like a bubble in the sea. It has so much to give, this place where we live it’s our home and it belongs to you and me.”

That is how a children’s song starts out describing our planet. Another song, “The Keeper” gives us the message that the planet was entrusted to man because he “knows right from wrong” but by the end of the song God is wondering what happened to the green forests and silver streams.

When there are snowball fights in Washington, D.C., we have to admit that something is changing. We can debate the cause but it is hard to escape the fact. Maybe it really is time we paid more attention to what is happening around us.

George was bothered when the tsunami hit Indonesia. It bothered him when the earthquake happened in Haiti. He’ll still be going to the cottage, and he’ll enjoy it but, just like after the tsunami, he’s again thinking that he needs to do more.

Just like then he’s not out to change the world. He’s starting to realize that some of his grand schemes don’t quite work out. He is appreciating nature around him more. Watching the news George was struck by the fact that so many folks in Haiti had so little but they still managed.

That got him thinking.

Maybe we should be more careful about things. He’s started taking bags to the store instead of using their plastic ones. He’s even learned to loosen his wallet, well, slightly. You see George has started to realize that if he pays a little more money and



buys better quality products, they not only last longer, but that many of them can even be fixed.

Now I know that the idea of George fixing anything may be cause for concern but George figures that it might be better if we weren’t in such a rush to simply replace things when they don’t work right.

He’s even decided that buying a water bottle and washing and refilling it is better than buying cases of bottled water.

At the cottage George is still helping to clean up the debris around the lake. Each spring George and several neighbours get together and they make an effort to clean up some of the spring debris. It turns out to be a fun exercise for everyone and they get some extra firewood for their efforts. When they are done everyone usually gets together for dinner before they all head home. As we

approach the fortieth anniversary of Earth Day that’s a pretty good thing for the folks around the lake to do.

Several years ago I mentioned that George was going to try to get along better with Mother Nature. He did tune up his outboard and he keeps it in good repair now so it no longer enshrouds the lake in a fog that would make any Londoner proud. He’s found the engine is less expensive to run and the neighbours no longer run and hide when George heads out in the boat.

Whatever the reason may be, the world is changing. Weather isn’t the same as when we were growing up. Water levels are different and we’re more aware of the environment. Let’s keep working on it so that we can keep enjoying the songs of the birds at the cottage and enjoy the swimming and other activities. 🇨🇦

# NANAIMO 2010

October 21-23, 2010  
[www.nanaimo2010.ca](http://www.nanaimo2010.ca)

Photo: Don Butt



## GET HOOKED ON THE ISLAND

Vancouver Island, on Canada's beautiful west coast, boasts the mildest climate in Canada. Even in October you can go for a run on the seawall in shorts. We have lots to see and do on the island, so plan to extend your trip to take in some of the sights. Our tours only scratch the surface of things to do. So come early and stay late!

## NANAIMO

Nanaimo is home to 86,000 people and is the second largest city on the island. It is commonly known as the "Harbour City" because it has two separate harbours joined by Newcastle Channel. The harbours are protected by two islands, Newcastle island and Protection Island. Along the waterfront is a picturesque seawall walk, which is a 'must do' experience. Visiting the Hudson Bay Company Bastion, built in 1853, is a lesson in history. The city of Nanaimo was literally built on coal. Coal was discovered in 1852 and was the economic engine of the area for many years. Today Nanaimo is home to Vancouver Island University, the Port Theater as well as numerous cultural venues. The economy is supported by the forest industry, manufacturing, and tourism. Nanaimo is said to have the most shopping centers per capita in Canada. Come early and stay late!

## LODGING

We have several state of the art hotels for you to relax in. Most of them supply a continental breakfast. Our shuttle service will get you to and from your meetings at any given time. If there is no shuttle at your location all it takes is a local phone call and one will arrive. Visit [www.nanaimo2010.ca](http://www.nanaimo2010.ca) for a list of hotels near the conference centre.

## COMPETITIONS

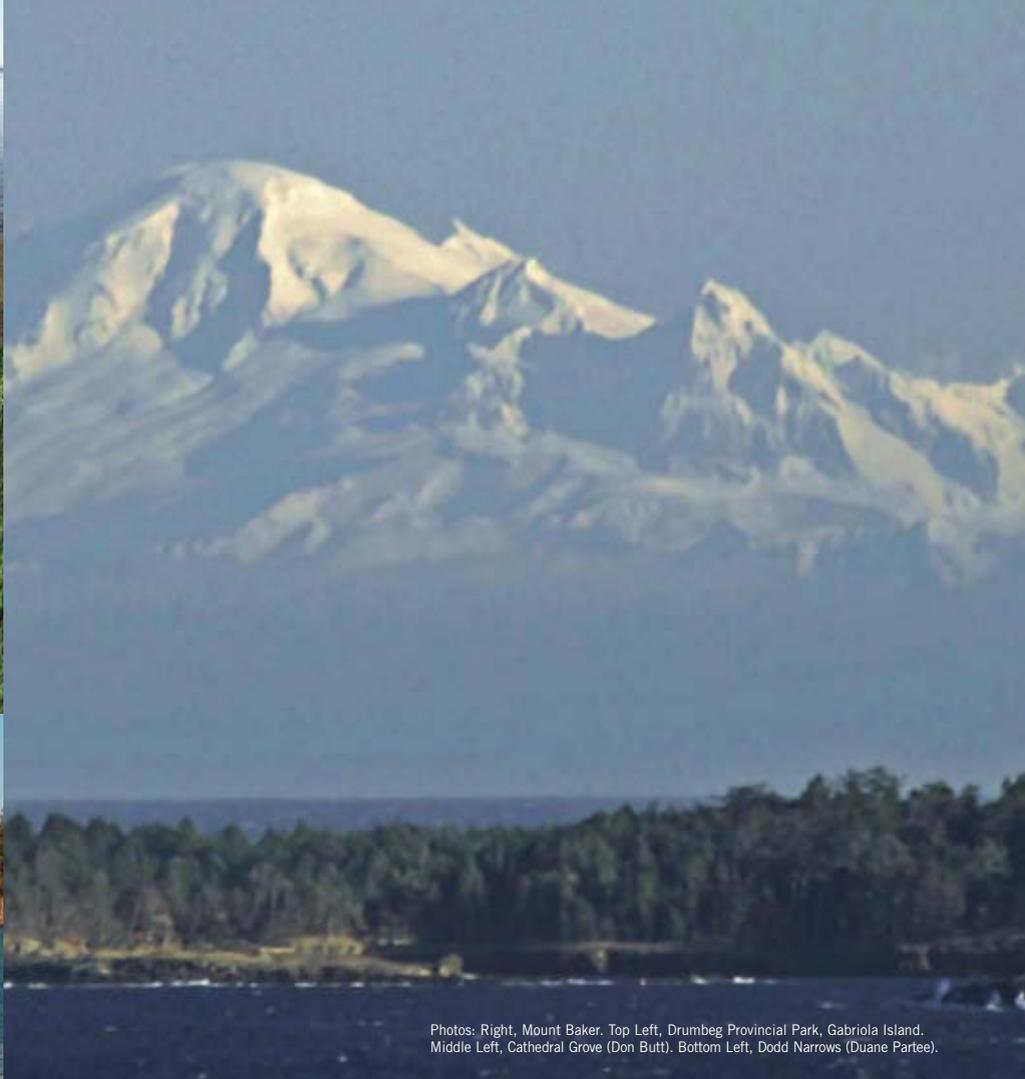
A copy of the Competitions Entry form is included in the Port Hole. All information regarding competitions can be found on either the CPS website or our website.

## REGISTRATIONS

Register online at [cps-ecp](http://cps-ecp), or mail in the form. Make sure you register before September 10, 2010 to receive the early registration price.

## TRAVEL TO NANAIMO

Most people will fly into Vancouver and then on to Nanaimo via Air Canada. You can also fly into Victoria using either Westjet or Air Canada, rent a car, and take the scenic drive 111 km north to Nanaimo. Westjet also flies into Comox, 120 km to the north of Nanaimo. You can also take BC Ferries to Nanaimo from either the north or the south of Vancouver.



Photos: Right, Mount Baker. Top Left, Drumbeg Provincial Park, Gabriola Island. Middle Left, Cathedral Grove (Don Butt). Bottom Left, Dodd Narrows (Duane Partee).

### TOUR # 1

#### NW RAPTORS, CHEMAINUS MURALS AND SHOPPING

Thursday, October 21st - 1230 to 1630

You will take a short bus trip to Pacific Northwest Raptors where you can see eagles, hawks, owls, etc. up close and personal. Watch them fly, hunt, and land within a few feet away. Then it's on to Chemainus (The little Town that Did) for a horse-drawn tour of the world famous murals, with time to explore the shops and eateries in the quaint little town. You will return to the Convention Centre about 1630.

Cost \$50.00 per person

### TOUR # 2

#### COOMBS/CATHEDRAL GROVE

Friday, October 22nd - 1245 to 1645

Take a scenic bus trip to the famous Cathedral Grove where some of the Douglas Fir Trees are over 800 years old. After a walk through the peaceful trails, you will then be off to Coombs. There you will find the Old Country Market and many other interesting and unique shops and eateries featuring delicious baked goods, unique items, jewelry, clothing items and more. You return to the Convention Centre at 1645.

Cost \$25.00 per person

### TOUR # 3

#### COWICHAN VALLEY WINERY TOUR

Friday, October 22nd. 0930 - 1530

Vancouver Island is home to many world class wineries and cideries. We will be touring and tasting at several including Merridale Cidery, Cherry Point Winery (the only native owned winery) and others. A delicious lunch will be served along the way, returning you to the Convention Centre at 1530.

Cost \$75.00 per person

#### POST CONFERENCE CRUISE

Sunday, October 24th 0900 - 1730

Cruise the waters of the Training chart by joining the Nanaimo Squadron's boating students on a working training exercise to DeCourcy Island. Plan and Plot the cruise at home then test your work on the water, through both Dodd Narrows, and False Narrows. Registration includes charts, homework instruction and bag lunch. Maximum 50.

Cost \$20.00 per person.



**All fields are required**

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

**Full Conference Meal Package**

includes Friday Dinner & Dance, Saturday AGM Lunch and the Chief Commander's Gala Dinner & Dance \_\_\_\_\_ x **\$200\***/225= \$ \_\_\_\_\_

IF YOU OR YOUR GUEST DO NOT ATTEND ALL CONFERENCE MEAL EVENTS, BOOK SEPARATE MEALS BELOW

**Individual Conference Meals**

Friday Night Dinner & Dance \_\_\_\_\_ x **\$75\***/80 = \$ \_\_\_\_\_  
 Saturday AGM Luncheon \_\_\_\_\_ x **\$40\***/45 = \$ \_\_\_\_\_  
 Chief Commander's Gala Dinner & Dance \_\_\_\_\_ x **\$95\***/105 = \$ \_\_\_\_\_

**Thursday Excursions**

**Raptors and Chemainus Mural Tour (1230 - 1630)** \_\_\_\_\_ x \$50 = \$ \_\_\_\_\_

**Friday Excursions**

**Coombs & Cathedral Grove (0900-1200)** \_\_\_\_\_ x \$25 = \$ \_\_\_\_\_  
**Cowichan Valley Winery Tour & Luncheon (0900 - 1600)** \_\_\_\_\_ x \$75 = \$ \_\_\_\_\_

**Sunday Excursions**

**Post Conference Cruise on the Training Chart (0900 - 1730)** \_\_\_\_\_ x \$20 = \$ \_\_\_\_\_

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

**\*if registration is received before September 10, 2010**

**PAYMENT**

Cheque Make cheque payable to **CPS-ECP Conference 2010**. Post-dated cheques will not be accepted.  
 Mastercard  VISA Card no. \_\_\_\_\_ Expiry Date (mm/yy) \_\_\_\_\_  
 Signature \_\_\_\_\_

Dietary restrictions, physical, or other requirements: \_\_\_\_\_

**Take advantage of the early registration price of \$200. After that, the higher rates will apply.** National Officers who have their hotel accommodations paid by CPS must make their hotel reservations directly with CPS Headquarters after receiving notice.

Cancellations before September 10, 2010 are accepted with no penalty. From September 10, 2010, cancellations are subject to a \$35 administration fee per person. After October 12, a refund, less a \$35 administration fee, will be provided only if another conference participant registers to take your place.



# AGM Competitions Entry Form

2010 Conference Competitions Committee 534 Fourmeaux Crescent Ladysmith, BC V9G 2C3 | hrendell@telus.net

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

Entry will be shipped

Brought with you or representative

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

\_\_\_\_\_ Squadron: \_\_\_\_\_

Note Division and provide a brief description of your entry.

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

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

Division 3: Crafts \_\_\_\_\_

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

Division 5: Publications \_\_\_\_\_

Section A: Newsletters

Section B: Stories, Poems and Narratives

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

Section A: Photography

Section B: Painting and Drawing

Section C: Sculpture

Division 7: New Media \_\_\_\_\_

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

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

Section C: Digital Art

Section D: Digital Presentations

Section E: Digital Photography

Please do not ship anything before September 1, 2010.

Mailed entry forms and shipped entries (to be received no later than October 1, 2010) should be sent to:

**Heather Rendell**  
**534 Fourmeaux Crescent**  
**Ladysmith, BC V9G 2C3**  
**(250)245-2511 | hrendell@telus.net**

\* Entries for web sites must be made via an online entry form. The cut-off dates for entries are September 10, 2010. Sites will be captured and judged, as they exist on that date. Changes made to the site after September 10, 2010 will not be recognized.

For a complete set of rules, go to [www.nanimo2010.ca](http://www.nanimo2010.ca)

We are looking for talented boaters to submit their best nautical works for the Nanaimo 2010 National Conference Competitions. All Districts, Squadrons and members are

invited to participate in the competitions. To register, mail in the registration form provided, or email the pdf form available at [www.cps-ecp.ca](http://www.cps-ecp.ca), and [www.nanaimo2010.ca](http://www.nanaimo2010.ca)

# CPS Youth Note Card Contest

## The 2010 theme is Wear Lifejackets

The age categories and qualifications are the same as the previous contest, only the theme has changed. Now is the time to get working with your Squadron and submit your entry! Contact your local Squadron for entry deadlines.

### Entry Form:

CPS Youth Note Card Contest Entry Form 2010 Theme – “Wear Lifejackets”

Artist's Name \_\_\_\_\_ Last Name \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Province \_\_\_\_\_  
Postal Code \_\_\_\_\_ Tel \_\_\_\_\_

- Category 6-10 years  
 Category 11-14 years

Organizing Squadron \_\_\_\_\_  
District \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Province \_\_\_\_\_  
Postal Code \_\_\_\_\_ Tel \_\_\_\_\_

### Parental Authorization

This letter confirms our authorization, as parents or guardians of \_\_\_\_\_ to allow \_\_\_\_\_ to submit his/her entry for the Canadian Power Squadrons' Youth Note Card Contest.

We have reviewed the contest's rules and understand that the Canadian Power Squadrons may use the entry, in whole or in part, alone or in conjunction with other texts, drawings, sketches, or photographs and documents CPS currently publishes or may eventually publish. We also understand that the child waives any right (he or she) may have to a financial consideration or compensation for the use of (his or her) entry. Moreover, we relinquish any right we have or may have for ourselves or on behalf of \_\_\_\_\_ over the contest entry, as mentioned in the contest's rules.

\_\_\_\_\_  
Signature of Parent/Guardian

Visit <http://www.cps-ecp.ca/kids/contest.html> for more details and the 2009 winning entries.

### Contest Rules

1. Children or grandchildren of CPS-ECP members, or those who have taken Boatwise or PCOC for Youth are eligible to enter the contest.
2. The entry must be in colour on poster card; size 10 cm x 13 cm.
3. Note cards will be judged for idea more than artistic ability.
4. Original art only; computer generated art, photos, professional illustrations, copyright material may not be used.
5. The contest entry form must be completed and pasted on the back of the note card. Only one entry drawn by one person please.
6. Do not fold artwork.
7. Judging will be at the Squadron level first, then at District. Six entries per District will be judged at the National Conference, three for each category.
8. All District entries should be given to the Youth Education Committee by the first day of the conference.



Portland Canal, British Columbia  
Photo: Lisa Paradis  
*Calgary Squadron*

# The Olympics Effect: Gearing Up for 2012

**WHILE PERFORMANCE** sailing may be just one of several priorities for CYA, it was top of mind during the association's most recent strategic planning session in February — just as the 2010 Winter Games were about to begin.

"One of the discussion points," says CYA Executive Director Paddy Boyd, "was how Canada's sports culture is changing, from being nice guys to 'owning the podium.'" While Canadian results from the 2010 Winter Olympics may not have met initial expectations, the pressure is still on sports organizations, including CYA, to deliver medals in 2012.

"Sport Canada has told us that they expect sailing to produce three medals between the Paralympics and the Olympic Games in Weymouth," confirms Boyd.

So, how does CYA get from here to there?

"It's a chicken and egg situation. The more CYA can invest in sailors, the better the results. The better the results, the more funding is available."

Funding from Sports Canada, which accounts for half of CYA's revenue, is based on a scorecard. The government agency measures how Canadian sailing is doing against world performance indicators: how many medals at Olympic games, how many sailors in the top 10 of world championships, and so on. Sport Canada also measures CYA against other Canadian sports organizations, and comes up with a score and allocates funding accordingly. "One of the goals under CYA's strategic plan will likely be to improve our score," says Boyd.

It all comes down to key performance indicators (KPIs) that CYA intends to build into the plan. "Everything we do

will be measured against Canadian and world standards," says Boyd. "But before we establish these KPIs, we have to look at our capacity to achieve them, and what's needed to do it. We have to be realistic. There's no point in setting unattainable goals."

In the spirit of owning the podium, Boyd believes CYA can exceed Sport Canada's expectation of three Olympic/Paralympic medals in 2012. CYA's strategic plan will set target numbers for medals, as well as subsidiary targets, such as how many sailors CYA will have at the Games, and what finishing positions they can achieve.

## A NEW APPROACH TO TRAINING

Boyd's confidence rests in part on a new "sailor-focused and coach-driven" approach that CYA has adopted to prepare sailors for the Olympics. To this end, CYA recently signed service agreements with the Canadian Sport Centre Network. The network's regional centres coordinate personal and professional services for Olympic and Paralympic athletes and coaches.

"High performance sailors will be able to go to a centre for measurement and assessments, which will be used to build programs for them, so that if they need to build their fitness, do more work with sports psychology, or whatever, those resources will be available," says Boyd.

Central to this new approach are CYA coach managers who will be responsible for sailors' programs. "For example," says Boyd, "on the sports science side, the coach manager may advise the sailor, 'Here are all the facilities available to you. We will work with all the experts at

the centre to design a program that will get you to the very peak level of athletic ability by August 2012.'

"On the sailing side of things, the coach manager may ask the sailor, 'What support do you need to get your sailing ability up to the same level? If you need a contract coach to work with you on your starting, if you need someone to work on your mark rounding, or whatever, let's assess all that and put it in place.'"

For CYA, the coach managers also add accountability to the process. "If sailors aren't following their programs," says Boyd, "we will want to discuss it with them, and resolve whatever issues are in their way."

Boyd notes that this new approach will require changes on a number of levels: cultural, structural, organizational, and financial. "Funding is a key aspect of this. We need to be better at generating outside funds. Our dependency on Sport Canada funding is not sustainable, and it's not good practice.

Boyd would like to increase funding by 20%, with the additional funds coming from new sources. CYA is already at work on sponsorship packages. "We hope to go to potential sponsors in mid-April, which is when we expect to have the strategic plan finalized.

Boyd makes it clear that, despite all this talk about high performance sailing, it's just one aspect of CYA's new strategic plan. "We see training and participation as core CYA business, and they take many forms."

Watch for further coverage of CYA's strategic plan in future issues of Canadian Yachting. ↗

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

# Catalina 445

## Easy, Breezy, Beautiful



**WHILE IT WAS** launched last year the new Catalina 445 has raised some eyebrows of late with its new hull's boastful waterline. Keen to sail it, we managed to grab a few minutes with Swan Marina's Bernie Lutmer and found this boat so comfortable to sail. It was responsive and sailed well in the moderate to heavy north breeze on Lake Ontario. And to be honest, it is a new Catalina, breaking its traditional look and feel with the lower profile cabin and the twin-steering wheels. Celebrating forty years in building boats and many of them with Gerry Douglas at the design helm, it's nice to see Catalina deliver a balance of performance, design and function; they have done a good job. Neat touches like the squared off cabin top allows easy support

to rest comfortably while underway.

Under sail, the boat performed well in the relatively flat water brought on by the escalating wind we experienced. The steering was easy from the helm; visibility was good and the boat felt solid. There was no unnatural resistance in the steering at all; it is a relatively stiff boat and performs well. I could easily imagine racing this boat but also quickly understood the tradeoffs for the big genoa for cruising. It was dry and comfortable.

Boarding aft, the twin independent backstays provide an easy entree from the swim step aft and add to the redundancy in rig support. The nice twin lifelines are easy to open with the standard pelican hooks. First impressions on the cockpit: it gives a roomy and comfortable impres-

sion for anywhere up to six guests and is nicely balanced by a multifunctional cockpit table. The straight seats are unencumbered and make it easy to stretch out

### SPECIFICATIONS

LOA	44'5"/13.53 m
LWL	38'4"/11.68 m
Beam	13'7"/4.13 m
Draft*	6'4"-4'10"/1.93-1.47 m
Displacement *	23,500 lbs./10,659.6 kg
Ballast*	7,200 lbs./3,265 kg
Sail Area	856 sq. ft./79.52 m <sup>2</sup>
Electrical	600 AH
Fuel	66 gal./300 l
Water	178 gal./809 l
Waste	54 gal./245.5
Power	50 HP Diesel
Designer	Gerry Douglas

\* With fin keel



*The galley set to port directly opposite the nav station is well done too with good storage easily accessible underway.*

for a quick nap above deck. The cockpit table pod, as I call it, has a unique insulated storage space along with neat handrails and rotating housing for a chart plotter as well as the engine panel. Winches are placed aft and are easily accessible by the helm. Sail controls are led through to the cabin top to port. Our boat was not equipped with a dodger but Catalina will be offering a hard dodger for those who want to focus on cruising. However, don't be afraid to take this boat racing; there is a more performance here than meets the eye.

When you need to power up, the single-station engine controls are properly mounted at the starboard wheel.

I was impressed with the sail shape, especially the look and feel of the main-sail with its vertical battens that are part of Selden's in-mast furling system. Stepped at the deck, on a compression post, Catalina opted for this to minimize noise and potential leakage concerns that can plague a keel steep configuration from time to time. Catalina also has steered clear of the move to self-tacking headsails instead going for a massive 155% genoa easily trimmed using its



*Forward, the owner's cabin has a great berth where the head can be lifted for greater comfort.*



*The salon is a open comfortable space with a dining table that easily folds to a cocktail table or drops to add an additional double berth.*

extra long genoa tracks that are a must for large overlapping headsails.

Below decks, this boat will appeal due to its many neat features such as the unique recessed laptop docking station built right into the forward facing nav table with its two nice long drawers. The electrical panel hidden behind a neat glass panel is easily accessible with functional easy to read metering and breaker access. Teak is the wood of choice for Catalina as always but they have done a

nice job of complementing their veneer with solid wood trim throughout.

I liked the flexible interior layout with the aft cabin configuration. To starboard, the comfortable guest cabin with its angled berth maximizes headroom and access. To port, there is an option to easily reconfigure the cabin for extra storage space for a long cruise or alternatively a neat work space with a work bench and storage; one can choose to have either a double berth or upper and lower singles.

## CATALINA 455



The aft head (to starboard) completely functional with shower and fold seat.

Nice touch. There is even room for an optional washer dryer that can be vented through the deck easily.

The galley set to port directly opposite the nav station is well done too with good storage easily accessible underway; it's got some neat lockers designed just to hold canned goods and bottles. The front opening refrigerator/freezer near amidships on the outside of the L-shaped counter also has a top loading isolated lid for easy access.

The salon is a open comfortable space with a dining table that easily folds to a cocktail table or drops to add an additional double berth. To starboard, the two ample seats with a dinette table between are able to set out for an additional single berth. Forward too is a nice end table with great drawer space.

The two heads are well done with

their moulded components with the aft head (to starboard) completely functional with shower and fold seat; the forward head boasts a large shower stall, seat and lower water use head.

Forward, the owner's cabin has a great berth where the head can be lifted for greater comfort while reading or even watching TV. A large hanging locker provides more than enough space for necessary gear.

Bringing the boat home under power, the 50 HP Yanmar had no problem pushing the 445. The easy accessible engine box and the neat dedicated fuel cabinet are well-positioned for access.

This boat was built around a five-component system to add stability and strength; the hull grid is the basis for the loading (LEAD keel, mast). The fiberglass hull is cored with balsa from

# Warp speed

This cruising genoa may not look revolutionary, but it is. It's made with North's remarkable new **NorDac Radian™** warp-oriented polyester sailcloth. Radian is the world's first sail fabric to combine superior low-stretch radial performance with the durability, easy handling and mildew resistance of non-laminated woven polyester. If you're a cruiser looking for more performance from a woven sail, *this is huge!* It's one more reason why *more cruising sailors rely on North than any other sailmaker in the world.*



**FREE!**  
**ONE YEAR**  
**SAIL CARE**  
**& REPAIR**  
with purchase of  
a new North sail\*

\* Restrictions may apply. Contact your North Sails representative for details.

**NEW!** **NorDac Radian™**

To learn more about NorDac Radian warp-oriented woven polyester sailcloth, visit [www.northsails.com/radian.aspx](http://www.northsails.com/radian.aspx)

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**Vancouver**  
604-271-2111  
[www.northsails.com](http://www.northsails.com)

ABOVE: Alden 44 flying NorDac Radian furling genoa in 18 kts true wind. Patent pending.



#### CANADIAN DEALERS

**Sailwest Sailboats**  
www.sailwest.com

**Swans Marina Ltd**  
www.swansyachtsales.com

**Westerly Yacht Sales Ltd.**  
www.westerlyyacht.com

*The cockpit gives a roomy and comfortable impression for anywhere up to six guests and is nicely balanced by a multifunctional cockpit table.*

the waterline up while the deck also relies on a balsa core make-up, except where gear (winches) and fittings are mounted. Furniture is not used in the structural dynamic.

Overall the Catalina 445 raises the bar for Catalina who has, through its in-depth client feedback program, developed a new direction towards building a comfortable boat with a good performance and new style. ↗



STANDARD CPF1801 CHART PLOTTER  
FISH FINDER Five-inch display  
with internal antenna.

## LARRY GREW TO LOVE THE RECESSION AND HIS NEW LIFE BY THE LAKE.

It's no coincidence that a man needs air and water to survive. Throw in a boat and life is pretty much the way it oughta be. Simple.

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# Amazing Safety Advance

## – Now You Can See at Night with FLIR First Mate



**WE THINK THIS** is nothing less than incredible. See with significant detail and clarity even in total darkness for just \$3,000 US.

The FLIR First Mate gives you a ther-

mal imaging camera that is a remarkable tool for nighttime navigation. We think this is huge!

Especially for inexperienced boaters or older boaters, driving the boat after dark can be something to dread. A negative aspect like 'darkness' probably keeps even experienced boaters tied to the dock after sundown. You just don't want to risk it, especially in the shadows close to shore and that's reasonable.

Consider how frightening it could be for a novice boater to get caught out in darkness. It's not like driving the car where you have streetlights and headlights and other cars have taillights. Consider how many of our aging baby-boomer population are starting to experience deterioration in their night vision. Do you know anyone who avoids driving their car at night now?

A few months ago, FLIR Systems announced the launch of their new First Mate line of handheld maritime thermal night vision cameras. Their goal was to create a nighttime navigation aid for use on any recreational powerboat or sailboat, but the First Mate is also a valuable

*You almost can't believe what you are seeing. In this example, the left side of the photo is what you would see at night while the right side is the same scene at night, viewed through the FLIR First Mate. You can easily distinguish the water, bridge structure and I suspect you could spot debris or channel markers in the water as well.*

tool for finding people in the water and providing higher image resolution than other handheld thermal cameras at a fraction of the cost.

With the First Mate thermal camera, users have the power to see navigation hazards like channel markers, finger docks, the land, other boats and even people in the water more clearly and from farther away than ever before, even in total darkness.

Depending on the exchange rate, you may be able to buy a FLIR First Mate for as little as \$2,999. While three thousand dollars is not a small sum, we think many boaters can afford a First Mate. Don't you think you would get a lot more use out of your boat if you could see to drive safely and conveniently on the water after dark?

As you can see from the photographs in this article, the First Mate looks like

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and is about the same size and weight as a video handycam. It is built to survive the demanding environmental conditions of life onboard your boat, too.

FLIR claims that their First Mate is fully submersible, runs for over five hours

on a single battery charge and has more than 120 hours of standby battery life. Because the First Mate isn't bolted to your boat, you can take it with you anywhere.

Check on your pet in the backyard at night. You could even keep it in your

*This comparison of darkness on the left and the same scene with FLIR First Mate on the right is a perfect example of what keeps some boaters in after dark – not being able to see hazards like this cruiser anchored in the shadows near the shore.*



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## SAFETY



Rob Barkley of Esterline CMC Electronics demonstrates holding the FLIR First Mate up to his eye. About the size of a Handycam, the First Mate is not heavy and has a hand strap and grip that makes it easy to use for long periods of time.

night table in case the power goes out!

Unlike image intensified night vision binoculars and scopes, thermal night vision cameras make pictures from heat not light, so thermal night vision cameras like the First Mate can see clearly without any light at all.

One of the company's videos shows a wooden garden shed in the dark and the clear thermal image of a man hiding inside – the thermal image shows right through the wall!

Lou Rota, Vice President of Maritime Business Development at FLIR Systems said, "Our new First Mate camera combines our industry-leading thermal cameras with our tested military technology to deliver the ultimate handheld imager for recreational and commercial marine markets."

The name FLIR stands for Forward Looking Infrared Company and FLIR designs, manufactures and supports thermal imaging systems and subsystems for industrial, scientific, government, commercial, and firefighting applications. They have a 40-year history of infrared innovation and 100,000+ systems in use worldwide. ↩

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

A red rectangular advertisement for the Talisker Tales Contest. It features the Talisker logo at the top, followed by 'Tales CONTEST' in a stylized font. Below that, it says 'WIN A VIP WEEKEND FOR TWO IN TORONTO'. There is an image of a Talisker whisky bottle and its packaging. At the bottom, it says 'Tell Us Your Best Boating Story' and 'www.taliskertales.com'. A small note at the very bottom says 'CONTEST CLOSES SEPTEMBER 30, 2010'.

A large advertisement for Doral Marine Resort. The top half shows a marina with several boats docked at a wooden pier, with a lake and hills in the background. The text '400 Years of Cruising Heritage... Why Not You!' is overlaid on the image. Below the image is a circular logo with a stylized 'D'. The text 'DORAL MARINE RESORT' is in large, bold, gold letters, followed by 'A PROUD PARTNER OF THE BOATMAX GROUP' in smaller red letters. Below that is the slogan 'The Best of the Bay Begins Here!' in a cursive font. A list of services follows: 'Canada's largest fresh water marina, located 1.5 hrs north of the GTA' and a bulleted list including '24 Hr Security', 'Sales, Service, Parts &amp; Repairs', 'Social Events', 'Dockside Services Including WiFi', 'Drive-to Parking at 70% of Our Slips', 'Heated Pool, Tennis Courts, Laundry, Beach &amp; Play Area', 'Indoor / Outdoor Storage', 'Floating Slips for Boats up to 45ft.', and 'Family Restaurant • Slips Available For 2010'. The contact information 'Email us for more information at: info@doralmarineresort.com' is provided. At the bottom, there is a logo for 'BOATMAX YACHT GROUP' with the tagline 'Yachts For Exceptional Lifestyles'. The phone number '1-866-253-6725', address '3282 Ogden's Beach Rd. Midland', and website 'www.doralmarineresort.com' are listed at the bottom.

# Spring Launch Checklist Avoids Trouble Later

**THIS SPRING** Launch Checklist is intended to be helpful for owners whose boats have been winterized and stored professionally. This Checklist is to help you launch the summer of 2010 with a boat that is in tip top shape and ready to deliver a season of trouble-free boating enjoyment.

If possible, before the dealer takes your boat out of storage, go and inspect it visually for any sign of fluid leaks, damage by water intrusion or wildlife or missing or damaged pieces.

√ **ANODES:** Take this dryland opportunity to replace any deteriorated anodes that are more than 50% consumed. Be sure to use magnesium anodes for fresh water applications. Be sure that propeller shaft anodes are secured to the shaft to prevent them from moving.

√ **PROPELLER:** Inspect for propeller damage. Ensure cotter pins are secure and free. On inboard boats, grip the prop with gloves and try moving the shaft. If it's loose, the cutlass bearing in your strut may need to be replaced. Also check the cutlass bearing for uneven wear which could indicate an alignment issue.

√ **RUDDER:** Check to ensure that your rudder hasn't been bent and that the rudder stock is secure and won't leak.

√ **FIBREGLASS:** Inspect your hull for blisters, distortions and stress cracks. Make sure your drain plug is installed and in good condition. Inspect and lubricate all seacocks and through hulls.

While the boat is out of the water, apply any waxes or protectants that you plan to use below the water line.



Bob Grieser Photo

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## ENGINE ROOM



The drain plug is out but a steady drip of oil from the bilge is on the ground telling a story of mechanical problems inside the engine room.

✓ **ANTIFOULING:** Remove any marine growth from navigation transducers and knotmeter impellers with a light sanding. Do not apply bottom paint to the exposed transducer face. Check all underwater metal surfaces for corrosion. If corrosion is found on an aluminum

sterndrive or outboard parts, locate and correct the source of the corrosion, and then clean and paint the surface to protect it against further corrosion.

If the boat needs new antifouling paint, prepare the surfaces and apply it or hire your dealer to do this task.

✓ **TRIM TABS:** If your boat is equipped with trim tabs, check and verify their operation. Make sure the reservoir is full and cycle the tabs up and down checking for movement and fluid leaks.

✓ **DRIVES:** On sterndrive and outboard lower units, check the level of the gear oil. Check the condition of the bellows on sterndrive equipped boats. If the bellows



Look closely – it's black on black. The bilge blower hose has separated from the lower half. This will do nothing for safety when you turn the key!

are starting to show signs of cracking, it may be time to replace them.

✓ **BATTERIES:** Charge, install and connect the batteries, and clean and apply the terminals with terminal protectant.

✓ **BILGE:** This is a good time to make sure the bilge pumps and float switches are working, before the boat is launched.

When you ask your dealer to prepare your boat for spring launch, always ask what their procedure covers so that you're satisfied your boat is ready to go.

✓ **CLEANING:** Before the boat actually splashes, it's a good idea to wash down all the surfaces on land using a biodegradable cleaner, then apply a cleaner/polisher or wax product to protect your boat from fading and chalking this summer.

While you're up close and personal with the topsides, check the sealant around all fittings, cleats, stanchion bases, hatches, windows, etc. Remove and re-bed any hardware that looks like it might cause leaks this summer.

Use a proper metal cleaner or polish for your chrome and stainless steel fittings.

Use moisture displacing lubricant like WD-40 on locks, hinges and sliding door tracks to prevent rust.



Be sure that propeller shaft anodes are secured to the shaft to prevent them moving. Grab and twist!

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- No oxidation
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- Extends the overall boating season
- Monitored Security

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Use a marine grade lubricant on all the zippers on your canvas.  
√ **ENGINE:** Get into the engine area and look for any signs of leaking fluids. Inspect all belts and follow all hoses to ensure that each hose is strong and secure from end to end and has not been chaffed or worn. Check the power steering and power trim oil levels.

Inspect all wiring to make sure that connections are tight and secure, not corroded and that there is no risk of a live wire falling into the bilge.

Inspect the outer casing of your control cables. Cracks or swelling indicate corrosion; it's best to replace the cable. Inspect all fuel lines including the fuel vent and vent hoses looking for softness, brittleness or any cracking. Check all fittings for leaks and ensure that all lines are well supported. Inspect your fuel tanks, fuel pump and filters for leaks. Clean or replace your fuel filter.

√ **BATTERY:** Check the electrolyte level in your battery where possible and check for the state of charge. If it's an older battery, load test it and replace if necessary. Ensure that all battery cables and connections are secure and in good condition with no corrosion to interrupt the circuit.

√ **SYSTEMS AND CONTROLS:** With the boat in the water but before you go anywhere, check all of your systems and equipment. Is all your safety equipment on board and in good condition? Test your horn. Test your running lights.

√ **FUEL TANK** - Speak to your dealer about checking your fuel tank to make sure there is no water or phase-separated sludge resulting from ethanol in a storage tank. Check to see that all the engine gauges are functioning properly and warm up the engine to normal operating temperature, checking for the presence of cooling water (where visible) before driving. Inboards with wet exhaust, outboards and sterndrives may have a cooling water "telltale". Check for oil pressure and charging system voltage from the alternator.

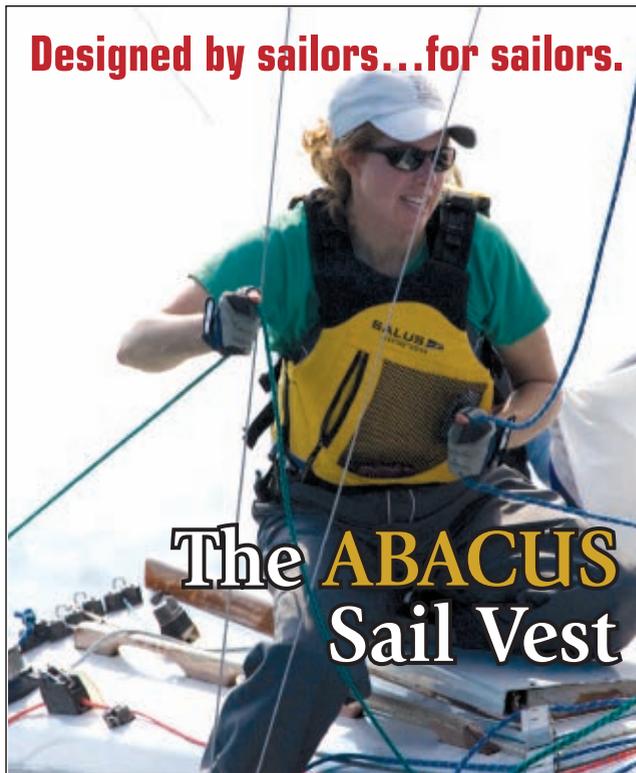
Make sure the oil levels and all other fluid levels are correct.  
√ **SAFETY:** Ensure that your VHF radio is working if you have one or take a cell phone just in case. That way you can call for help if there is a simple malfunction.

Make sure the power tilt and trim works, the boat steers easily and that the gear shift and throttle cables are also working as they should before you head out.

Then, you should be well prepared for a season of boating enjoyment with minimal chance of problems. ↘

*Many thanks to the experts at the Georgian College, Marine and Small Engines Department, and Robbert Hartog, Midland Campus for their input on this article.*

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*n.* A device used for accurate navigation, especially useful in uncharted territory.



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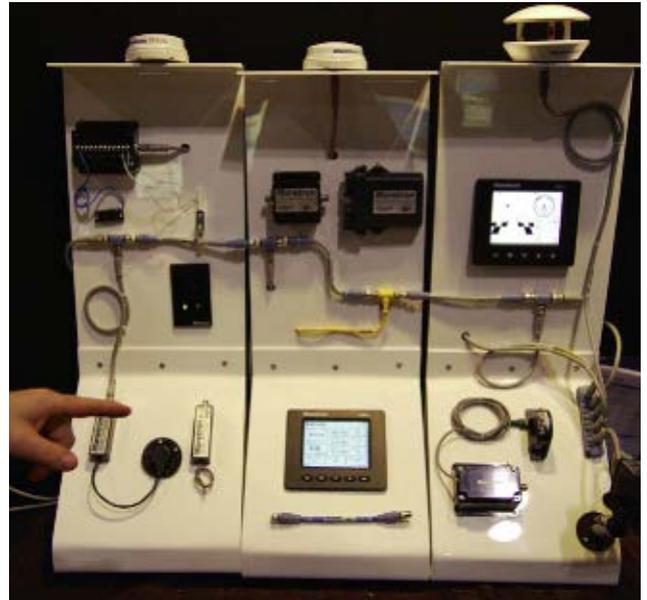
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# Framing up the Glass Helm

**WITH THIS ISSUE** of *Canadian Yachting*, we are starting to “frame up” the glass helm from the perspective of an older boat that deserves better navigation and ancillary equipment.

A prime example would have been the older classic, twin-engine cruiser that our group restored recently. Well over 100 lbs. of fatigued old wire with corroded connections and chafed insulation was carefully disconnected, removed and replaced.



*This may look like a high school science project but, the fact is, despite the sophisticated technology behind it, it really is that simple. You are looking at an NMEA 2000 Trunk line (running horizontally) with a series of four drop tees, each leading to a different device. Imagine the rat's nest of wires that was needed in the past!*

But there was an alternative. We could have upgraded to a NMEA 2000 system like the one Maretron offers. Are you familiar with how a NMEA 2000 network works?

Although the technology has been around now for a number of years, NMEA 2000 networks are still the hot new setup with more and more manufacturers adopting or including the technology within their product offerings. This would include Furuno, Garmin, Raymarine, Mercury, Yamaha, BRP, and Volvo to name a few.



*This little module enables you to hook your computer to the NMEA 2000 network in your boat. If you purchase a USB 100 NMEA Gateway, you can download a free software package called N2K Analyser that gives a detailed view of all the devices on your NMEA 2000 network. Monitor the boat from afar and troubleshoot configurations and tasks!*

We were surprised to learn (a little too late) that we could have saved perhaps half the cost of re-wiring our classic twin-engine cruiser if we had used a new NMEA 2000 network.

The reason is that instead of re-wiring by running dozens of new wires bundled and strung throughout the boat (often in awkward, hard-to-reach places), we could have used a NMEA 2000 cable system that requires just one line called the "trunk" (also referred to as the backbone) and what is called "drop line" topology. It is expensive equipment but it's simple and easy to install (and to upgrade later as well). You never have to replace the cable to install new equipment, so simply adapt to it to suit the need.

The trunk or backbone cable includes five wires within a single waterproof cable: two signal wires, power and ground wires and a drain wire. The drain wire shields the signal, power and ground wires from external Radio Frequency Interference (RFI). It also helps to reduce RFI emissions from the

cable. From the trunk line, a "drop tee" connector is used to take a line off to any piece of equipment.

At the nearest spot to the piece of equipment to be connected, the installer cuts into the trunk, installs two connectors and a drop tee. The tee let's you take

a drop line out to run the new piece of equipment. The NMEA 2000 cable system, with its one simple line, delivers both the power and the switching capability.

The key to how the network functions is in the "Parameter Group Numbers" or

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simply PGNs. The PGNs identifies the manufacturer, the product, and functions to deliver information on the network. Each manufacturer will determine the information to be sent or received to their devices based on these PGNs. An example would be the wind sensor from Maretron, the WSO 100. This will communicate PGN 130306 which is wind data. If you connect this to a display that has this PGN included in its software then it has the ability to display wind information, regardless of manufacturer.

Now let's go back to the project of rewiring our classic twin-engine cabin cruiser. Had we realized it, we could have installed the NMEA 2000 trunk line and still used the original equipment onboard. We wanted to preserve the dashboard full of analog Stuart Warner instruments and the old carbureted engines with their conventional



*This cable has a Yamaha Command Link connector at one end and a NMEA 2000 network connector at the other. The whole process of connecting a NMEA 2000 display to your big Yamaha engines is a simple click at either end and all the data is available.*

ignition systems, but we never dreamed they could be compatible with this new type of digital system. Older NMEA 0183 products can be adapted to the NMEA 2000 backbone, so you don't have to replace that older GPS Chart Plotter right away.

In other words, with an NMEA 2000 trunk line, we can change out or install new pieces of equipment at any time. Connections can be made with pre-

moulded cord sets or with field-attachable connectors. These connectors have five pins which correspond to the five wires we mentioned earlier: two signal wires, power and ground wires and the drain wire.

Maretron offers three NMEA 2000 certified basic cable options. The Mini cable system is commonly used for the trunk

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*The key to how the network functions is in the "Parameter Group Numbers" or simply PGNs. The PGNs identifies the manufacturer, the product, and functions to deliver information on the network.*

*Each manufacturer will determine the information to be sent or received to their devices based on these PGNs*

---

line on the network because its current carrying capacity is 8 amps. Mini cable has an outside diameter of approximately half an inch. The mid-size cable called Mid is commonly used for smaller networks as the network trunk line or as a drop line. The Mid cable and connectors are rated to 4 amps and are 16ga. The Micro cable, typically used as the drop line for connecting devices to the main trunk line or for very small networks, is limited to 22ga wire. Micro cable has an outside diameter of just a quarter of an inch. Both the Mini and Mid cables meet ABYC regulations whereas the Micro does not. It is very important to use NMEA

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*These are the 5 pin connectors that connect the Maretron NMEA 2000 network together – neat, water resistant and easily modified.*

2000 Certified cables as opposed to “Compliant or Works with NMEA 2000”. This will ensure trouble-free performance for years to come.

Another really interesting feature is that the trunk actually ends in what’s called the terminating resistor. It is very important to make sure two resistors are installed at each end of the network to stop reflection and having devices not work properly. Later, you can extend the trunk if you need to. Just install more connectors. That’s the beauty of NMEA 2000; you install the cable once and it is fully able to be expanded later.

To drop off the trunk line, you simply connect the new device using a “drop tee” connector. Note however that “daisy chaining” of devices is not

possible because it’s a [safety] requirement to be able to remove a component from the network without affecting any other device.

This allows you to remove a device (for servicing, for example) while the rest of the network remains operational. On the other hand, Multiport boxes are available so instruments can be clustered (around the helm, for example). Incredibly, a Mini size half-inch trunk line can cover a length well over 200m and can handle up to a maximum of 50 physical devices and yet, the disconnection of any one of those devices won’t interrupt any other device on the network and they can all be switched individually.

Power is supplied in a conventional way from the boat’s 12 V battery or for big yachts, power could come from one or more isolated power supplies distributed along the network. Another amazingly simple aspect is that the whole system is grounded in only one location.

Once the trunk is installed, the power connected and the termination resistors and a single ground are in place, drop tees can be used to power such things as your navigation display

screen on the helm, depth, speed and temperature transducers, your GPS systems and radar arrays and more. Tank level adapters are available to connect fuel or water gauges. You can also update your alarm system to include fire, smoke, heat, high water bilge and much more. You can get rudder angle indicators and the thing we didn’t realize when re-wiring our classic cruiser is that there is an engine monitoring box that converts the analog engine data into NMEA 2000 format and back, so we could have kept the old Stuart Warner instruments, too. Plus, now data can be observed anywhere on the vessel that you want to install a NMEA 2000 compatible display.

This is great technology and in upcoming issues of *Canadian Yachting* we will look at the many devices and screens that you can install and monitor if you have upgraded to an NMEA 2000 network. Suddenly, that simple little phrase, “NMEA 2000 Certified” on the side of the box means you can upgrade equipment on a plug-and-play basis – this is pretty exciting stuff and, potentially, it’s your first step to setting up a glass helm on your boat. 🖱️

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To port is an innovative cabin that can easily be converted to whatever your cruising style dictates at the time – sleeping quarters, storage, or a work room with a bench. The galley has the storage and features needed for extended cruising.

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# Atlantic Challenge 2010

**THIS SUMMER** the sparkling blue waters of Georgian Bay will come alive with brightly coloured international flags flying from traditional French gigs as Midland welcomes the world to its shores for Atlantic Challenge Canada's (ACC) International Contest of Seamanship July 24-31.

Centred in Southern Georgian Bay since 1992 this unique experiential education program has been teaching kids leadership and teamwork skills using the 38-foot boats. Each year ACC invites Canadian youth to set sail for the adventure of a lifetime aboard the wooden replica 18th century French long boats. Every other year provides the additional adrenaline rush of international competition for those aged 15 to 21.

ACC chairman Scott Wagg said this program uses the same principles pioneered by Kurt Hahn and successfully used to set up other popular programs like Outward Bound.

Wagg calls the long wooden vessels excellent teaching tools. "Under the guise of learning to sail and row the kids learn to be leaders."

He said there's no comparison between the 18th century gigs and sailboats of the 21st century where sailing solo around the world is becoming commonplace. "To sail or row the boat you have to work in unison. You can't single-handedly sail around the world. It's impossible in a gig." Each boat carries a crew of 13 with 10 at the oars, a bowman, a helmsman and a coxswain. Other on-board leadership roles are also required surrounding each mast.

For several years the brilliant red hulls



*Unloading boat for Atlantic Challenge 2006 in Italy.*

of Vitalité and Tenacité called the recreated naval and military establishments at Discovery Harbour on Penetang Bay home. The sail training is now centred on Midland Bay using donated dock space at Bay Port Yachting Centre and storage space in a century-old iron work building on the Kaitlin Group property adjacent to the marina. They also use facilities at Midland Bay Sailing Club.

Each Tuesday evening from April through October youth aged 14 and up gather to learn seamanship skills from rowing and sailing to navigation, knots and boat construction and repair. Along the way they develop discipline and responsibility and have an opportunity to teach others their newly acquired skills. ACC also offers adult training.

There are also weekend and week-long excursions aboard the gigs on Georgian Bay and the Trent-Severn Waterway where skills learned throughout the summer are put to the test.

"Every two years we bring the youth of the world together," Wagg said. That's when the group holds a five-week residential program preparing a 15-member team to compete in the international contest of seamanship. Canadian teams have traveled to France, Italy, Denmark, Ireland, Finland and Wales and in 2010 Midland plays host to teams from around the world. Wagg said they're expecting 14 teams and about 300 competitors and support personnel for the event who will be housed locally.

The friendly contest emphasizes skill, sportsmanship and style rather than pure competition. "It's an opportunity for youth from around the world to interact and develop lifelong friendships. It's pretty amazing watching the kids interact. The cool thing is the boundaries that are thrown up don't mean much. They're in competition in the day and at night when they interact it doesn't matter what flag they happen to be carrying. All the youth

## Youth Boatworks Canada and a Toronto Team for the Atlantic Challenge



*It takes teamwork to row a 38-foot wooden replica 18th century French longboat. Atlantic Challenge Canada participants will compete against other youth teams from around the world in rowing, sailing and seamanship this summer on Georgian Bay. Midland will host the International Contest of Seamanship July 24-31 and the bay will be alive with the flags of many countries during the competition. Atlantic Challenge is an experiential program that teaches leadership and life skills while training youth to sail the traditional vessels.*



*The adrenaline of international competition, the self-confidence from new found seamanship skills - Atlantic Challenge Canada has it all. The unique experiential education program provides a number of unique training opportunities each summer. To learn more log on to HYPERLINK "<http://www.atlanticchallengecanada.com/>"[www.atlanticchallengecanada.com](http://www.atlanticchallengecanada.com/) or call 1-866-734-9364.*

have a good time." While other organizations and exchanges may offer similar opportunities Wagg said, "No others offer it the way we do with boats and camaraderie."

Wagg urges spectators to take in the

international showcase of seamanship this summer. "It's definitely a unique event and you won't see it back in Canada any time soon. It's a good spectator event for those who are into sailing and rowing but it's different, it's not a tra-



*This new Bantry Bay gig deserves a home in Toronto*

With the tremendous success of the Vancouver 2010 Winter Olympics and Canada's amazing Gold Medal performance still fresh in our minds, you would have to think that the Atlantic Challenge event in Canada this summer will benefit from the global momentum.

In Toronto, an established, registered charity called the Sea Hawks Youth Sailing Club, now operating a program called Youth Boatworks Canada, has been actively gathering a youth team and building a brand new Bantry Bay gig for the Atlantic Challenge 2010.

Under the guidance of Paul Fournier, president and veteran boat builder Peter Code, their team and their new Bantry Bay gig will be ready to participate in Midland this summer.

At present, Toronto has very few programs that teach youth boat building and seamanship skills despite Toronto's history as a port city.

The Youth Boatworks Canada goal is to create a youth mentorship program with the Atlantic Challenge and the construction of a new 38-foot Atlantic Challenge gig as the focus.

Peter Code is very excited about the boat. It is an exact replica of a boat used in Napoleon's Navy in 1796. The plans were taken from an original French Longboat, which was captured in Bantry Bay, Ireland, in 1796 and is now in a museum in Dublin. In effect, this has created a one-design class and the drawings are by noted Canadian designer Steve Killing.

The bigger picture for Youth Boatworks Canada is to establish a long-term center in Toronto where youth can learn, practice and develop skills in boat building, carpentry, seamanship and related skills in reading plans, problem solving and cooperating to complete a major project.

Youth Boatworks Canada does not stop with the completion of their new Bantry Bay gig – it's just the start. Peter Code has created heavily built, professional moulds from Steve Killing's plans and the group can now build many more identical gigs. These are very valuable boats and the group learns by doing. They recently installed a scarfed, 38-foot long Douglas fir plank for the keel. They use red cedar planking and steam bent white oak for the frames, stem and transom.

There is even an environmental aspect to the Youth Boatworks boat – the planks are milled from used hydro poles! Building a gig brings opportunities for initiative, creativity and leadership, plus rowing or sailing a gig is also an intense opportunity for physical training and teamwork.

Paul Fournier is hoping to create a center of excellence in boatbuilding as a not-for-profit charity in the greater Toronto area to provide more opportunities to youth. These experiences become valuable, transferable skills to help young people in their future lives.

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

## ATLANTIC CHALLENGE

ditional regatta. The crews have to use multiple skills in the events."

Although the crew has been selected for July's competition there is a summer-long training program and Wagg emphasized no boating experience is necessary. "There's never any experience required. All we ask is that people can swim. We've had people who've been sailing for years and we've had people who've never been in a boat in their life." With no keel the techniques for sailing the gig are unlike sailing traditional vessels so everyone needs to learn the specific skills together.

As a former crew member himself, Wagg is happy to continue to be involved, sharing his passion for the program and helping the next generation experience everything it has to offer. "The most rewarding part for me is seeing their growth. To see the leaders develop and

watch them grow and develop into a team, to see their problem solving skills emerge." It can be something as simple as the satisfaction of learning to use power tools for the first time or the more complex confidence boost gained from meeting a challenge and finding untapped inner strength. "You push the kids beyond their comfort level, push their boundaries, their limits and they start to realize they can do things they couldn't before, and have a good time doing it."

An event of this nature doesn't happen without volunteers and while many are already on board organizers could use more hands on deck. Wagg said they are also focused on the financial side, with \$60,000 still to fundraise as part of the \$300,000 event budget. As a not-for-profit organization Atlantic Challenge welcomes assistance of any kind from gifts in

kind to cash and time. They even accept donations of old boats which they repair as part of the skill building portion of the program before selling them to raise much needed funds.

Despite being in Canada for 18 years Wagg said ACC is still building awareness. "Our challenge has been getting the name out there and getting people to realize that the program exists and what it's all about." He's hoping the Midland 2010 competition will help boost awareness and interest in ACC's unique programs. ↵

*To learn more about the July competition visit [www.midland2010.atlanticchallenge.ca](http://www.midland2010.atlanticchallenge.ca) and for more information on Atlantic Challenge see the website at [www.atlanticchallenge.ca](http://www.atlanticchallenge.ca). or call toll free 1-866-734-9364.*

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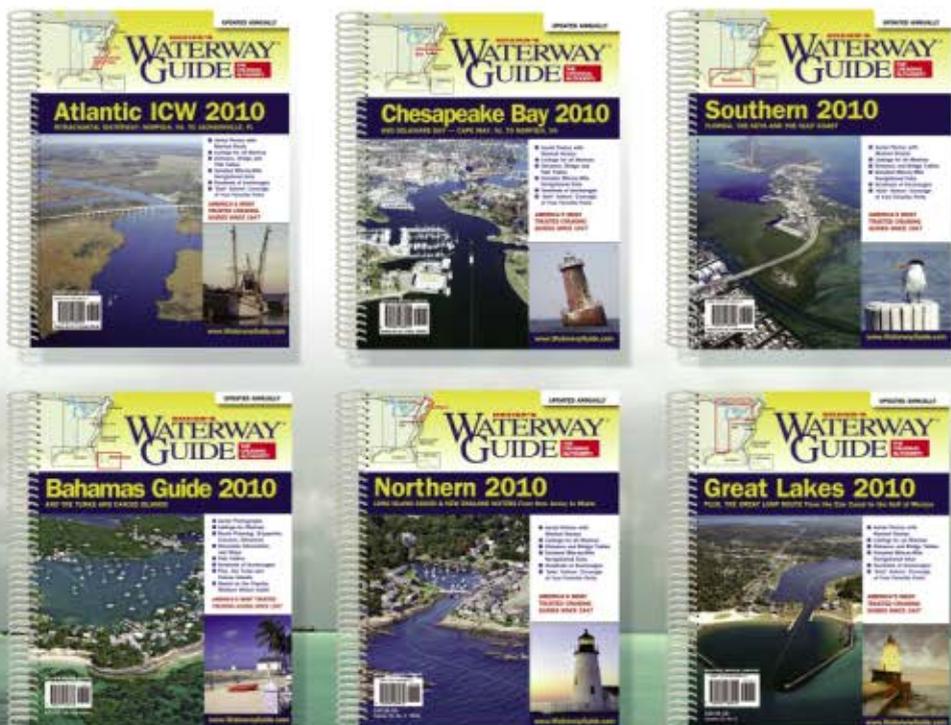


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# UPGRADES

## New VHF Radio Offers AIS and GPS Functions

**PROBABLY THE VERY** first piece of electronic equipment that a boater should get, if they are going out on a large body of water, is a VHF Radio.

The Coast Guard monitors VHF, so do many police forces and a wide range of other boaters; private citizens also monitor VHF Channel 16. Most marinas have a radio on in their office, too. The VHF is a vital piece of safety equipment and next to life jackets, the best thing to have in the event of a breakdown or a problem. So, it makes perfect sense that the time-honoured and proven VHF radio should see its capabilities expand as new technologies come out.

Two important new technologies are GPS and AIS. GPS is the Global Positioning System while AIS is the new Automatic Identification System. With a GPS receiver, you can pinpoint your location to within a few feet almost anywhere

on the planet. AIS is an automatic identification signal that is broadcast by vessels that are equipped with AIS (such as all commercial ships, most yachts and a growing number of smaller pleasure craft). The AIS signal identifies the boat and its position and even more detail in the case of larger vessels.

Now, Standard-Horizon, a very well-established maker of VHF radios, has introduced their new GX2100 MATRIX model VHF radio. This new unit has received a lot of attention and recently won an Innovation Award from the National Marina Manufacturers Association at the Miami International

Boat Show.

The GX2100 MATRIX has an integrated AIS receiver to display AIS target vessels directly on the VHF radio's display using the dedicated AIS key. The GX2100 will display AIS target information (the MMSI identification number, the ship's Call Sign, Ship Name, bearing, distance, speed over ground and course over ground) and will allow you to contact an AIS-equipped ship directly using the digital selective calling (DSC) feature on your VHF radio that you program into show your vessel's position in relation to AIS targets. On top of that, it can alert you when an AIS ship may be



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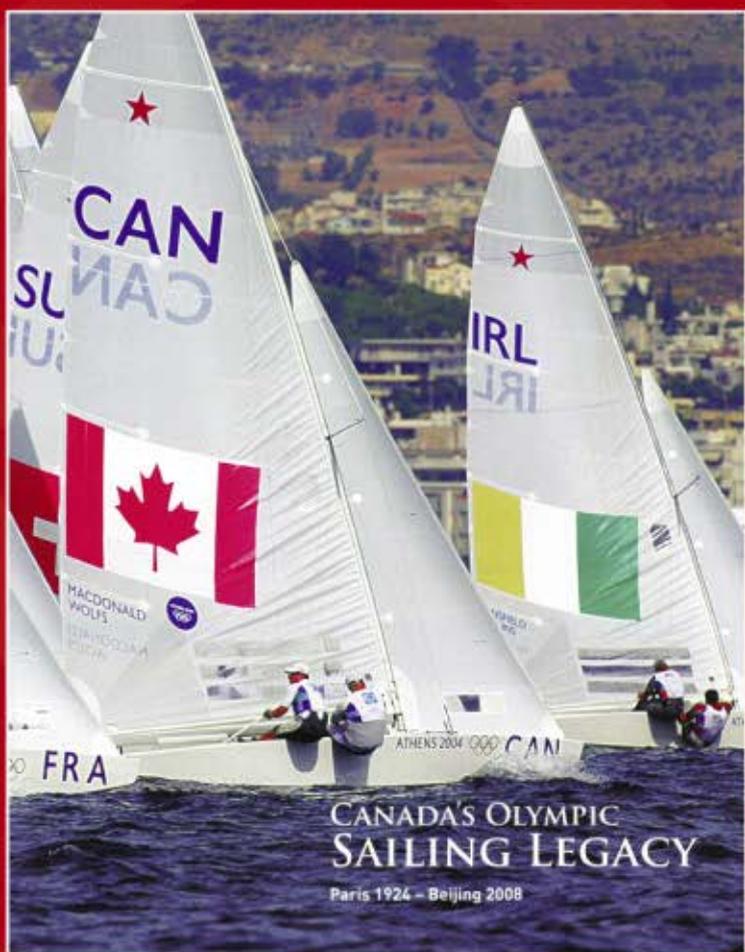
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## UPGRADES



approaching to close to your location via the Closest Point of Approach (CPA) Alarm. It's a big bunch of acronyms but each stands for a valuable feature.

Incidentally, while the GX2100 has integrated AIS, Standard-Horizon also offers the GX2000 version which is AIS-compatible for the mariner with AIS already onboard.

Both MATRIX units feature the familiar controls and top functions like an 80dB commercial grade receiver with Local/Distance attenuator, Class D DSC (dedicated channel 70 receiver continuously watches for DSC calls) and also a powerful 30-watt PA/Loud Hailer with preprogrammed fog signals.

Other key features include an optional voice scrambler, ClearVoice noise cancelling speaker microphone, 4.5-watt audio output, NOAA Weather Alert, Programmable Scan, Priority Scan and Dual Watch functions.

Another important feature is that it is also capable of entering and saving up to 100 waypoints and these may be selected and navigated to by using a unique navigation compass display which shows your vessels SOG (speed over ground), COG (course over ground) and the BRG (bearing) and DST (distance) to the waypoint. It becomes a basic GPS navigation system and you can also output the display on a larger screen.

Another unique MATRIX feature is the ability to "poll" (request and send) the GPS location of another vessel and show that vessel's position on the radio's alphanumeric display. When connected to a compatible GPS chart plotter, the MATRIX allows the position of the polled vessel to be shown on the chart plotter display. This is a great feature for maintaining contact with fishing or cruising "buddy" boats.

We think that the GX2100 and GX2000 MATRIX radios represent particularly versatile products at an attractive price. These are VHF radios that you can upgrade to, or be the starting point for your growing array of new electronic boating aids, no matter the size of your boat. 🐾

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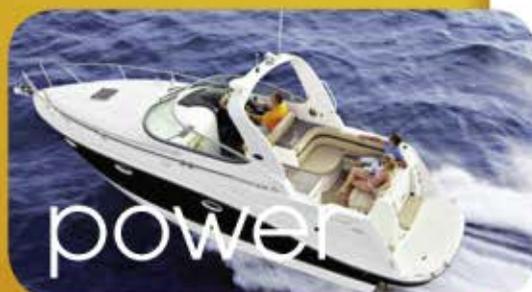
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Even non-boaters can join the SailTime's community. All you have to do is take the CYA Basic Cruising Course that covers the skills required to cruise safely in familiar waters as both skipper and crew of a sloop rigged keelboat of 6 to 10 metres in moderate wind and sea condi-



*The photo was taken after a lovely day sailing to Port Dalhousie for SailTime's annual Mystery Sail event where members get together on boats for fun & adventure. The boat is a Hunter 36 named Oasis. Pictured here are Nolan Steed (boy rear of photo); Eliana Steed (left girl); and Sarah Mitcham (right).*

tions by day. SailTime will assist in finding you the right instructor and the right program. Some prefer to do this over an eight-week period. Others prefer the fast-track method. Both are available for about \$800.

The only other cost is a one-time initiation fee of \$1,500. This includes your new member orientation session that allows you to meet other new and existing members, a demonstration of the innovative E-Scheduler and Maintenance Checklist software, and, of course, a comprehensive onboard tour of your boat.

In addition to access on your own boat, SailTime operates many worldwide bases. As a SailTime member, you can also reserve a SailTime boat in Australia, New Zealand, the United Kingdom, Holland, Ireland, Italy, France, Turkey, the United States and Puerto Rico. As a bonus benefit, SailTime has partnered with Sunsail Charters to offer special SailTime rates for charters wherever Sunsail operates including several Caribbean islands, the French Polynesia, Tonga, Croatia, Greece, Malaysia, Thailand and the Seychelles.

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the owner') thus providing each member up to seven slots every month. For the more spontaneous in nature, unreserved times can be booked with 24 hours notice at no additional fee, even if you've already used your total allotted time. But remember, you can also collect unused hours and/or borrow future hours, subject to availability.

Obviously, this is all on a first-come, first-served basis, however, to be fair, every member is allocated the same prime time slots every month.

Today, SailTime operates out of the Greater Toronto Area with six sailboats and one powerboat, however it plans to expand its market to include Bay of Quinte, Kingston and the Niagara area in the near future. SailTime boats are strategically located along the northern coast of Lake Ontario – some at yacht clubs, some at marinas. The choice is yours!

However, joining a local yacht club can be an added perk. As a crew or social member, you can also gain access to all the club's amenities without the mandatory initiation fees and (in some cases) the food and beverage minimums.

Whether you join a club or not, being a member of SailTime is a community unto itself. Throughout the year, SailTime hosts social events to bring you and other members and owners together to swap stories, learn something new and even help you plan your next cruise.

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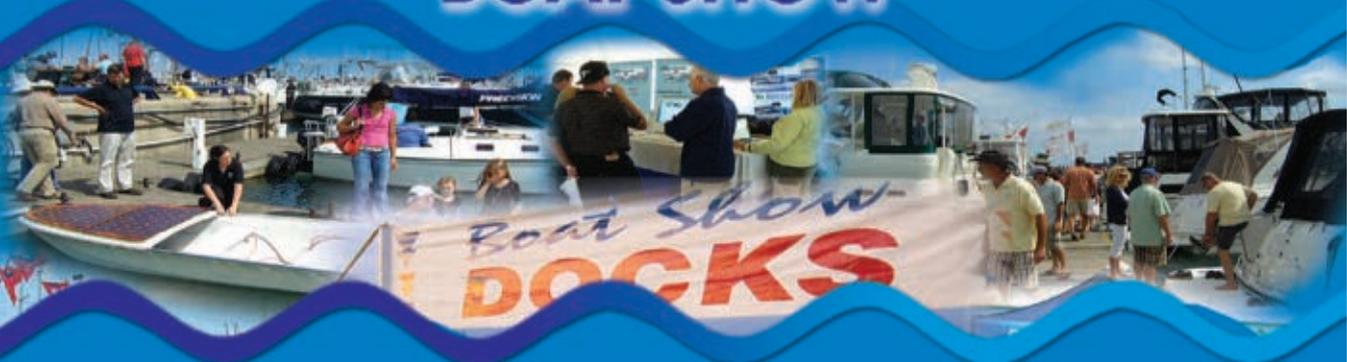
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Reliance 44	1987	\$145,000	Bayfield 32C	1983	\$54,900
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Whitby 42	1973	\$94,000 US	Gozzard 31	1993	\$117,900
Colvin Gazelle	1985	\$49,000	Kirby 30	1981	\$17,500
Beneteau 411	1999	\$144,600	Ticon 30	1985	\$34,900
C&C 41	1983	\$119,000	San Juan 30	1977	\$19,500
Oceanis 40CC	1996	\$154,900	J92s	2007	\$109,500
Hanse 400 (New)	2010	On Request	Islander Mark II	1972	\$14,000
IMX 38	1996	\$100,000	Express 30	1985	\$33,300
Hunter 38	2008	\$199,900	CS 30	5 FROM	\$39,900
Hughes 38	1979	\$45,000	Catalina 30	2 FROM	\$17,000
Dufour Classic 38	2001	\$174,000	C&C Mega 30	1981	\$9,800
Tripp 37	1987	\$69,900	Alberg 30	1976	\$23,000
Peterson 37	1986	\$73,900	Alberg 29	1983	\$35,000
Northern 37 Ketch	1979	\$59,900	Paceship 29	1974	\$21,900
Hanse 375 (New)	2010	On Request	Hughes Columbia 8.7	2 FROM	\$26,900
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Gozzard 36	1988	\$129,000	Aloha 28	1980	\$23,600
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2008	52	Cruisers Yachts 520 Express	\$749,000	2000	31	Sea Ray 310 Sundancer	\$89,900
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2002	48	Sea Ray 480 Sedan Bridge	\$439,000	2002	30	Sea Ray 300 Sundancer	\$79,900
2005	45	Ocean Alexander Altus Sedan	\$388,000	2006	30	Regal 3060 Commodore	\$87,900
1989	44	Sea Ray 440 Aft Cabin	\$119,000	2007	29	Sea Ray 290 Amberjack	<b>SOLD</b>
2006	44	Sea Ray 44 Sedan Bridge	\$449,000	2006	29	Sea Ray 290 Sundancer	\$114,900
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41'	Hunter 41 AC	2006	CDN \$209,000	31'	CAL 31	1981	CDN \$26,900
41'	Hunter 41 DS	2009	CDN \$259,000	29'	Columbia 8.7	1978	CDN \$19,900
41'	Hunter 41AC	2004	CDN \$195,000	24'	Shark Hallman Built	1988	CDN \$5,000
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38'	Hunter 38	2008	CDN \$199,000				
37'	Hunter 376	1997	CDN \$94,900	40'	Tollycraft Sundeck	1990	CDN \$129,900
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35'	Hunter 356	2002	CDN \$119,000	26'	Chris-Craft 260 Express	1998	CDN \$25,500
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36	C&C 36	1978	39,500
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30	Catalina 30	1986	29,500
30	Alberg 30	1970	19,900
30	Alberg 30	1974	19,500
30	Alberg 30	1969	16,500
30	Grampian 30	1974	17,500
29	Bayfield 29	1984	35,500
29	Bayfield 29C	1988	36,900
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28	Catalina 28 MKII	2005	92,000
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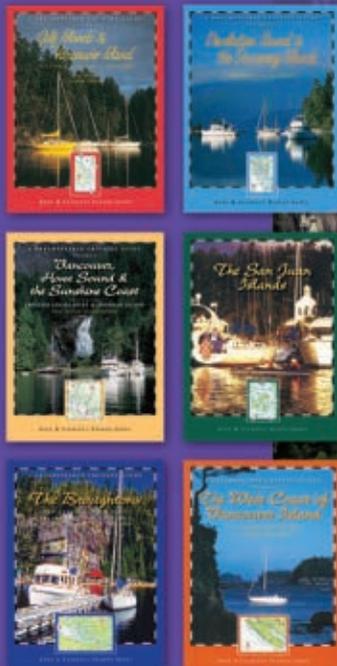
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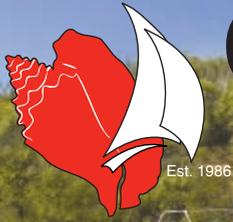
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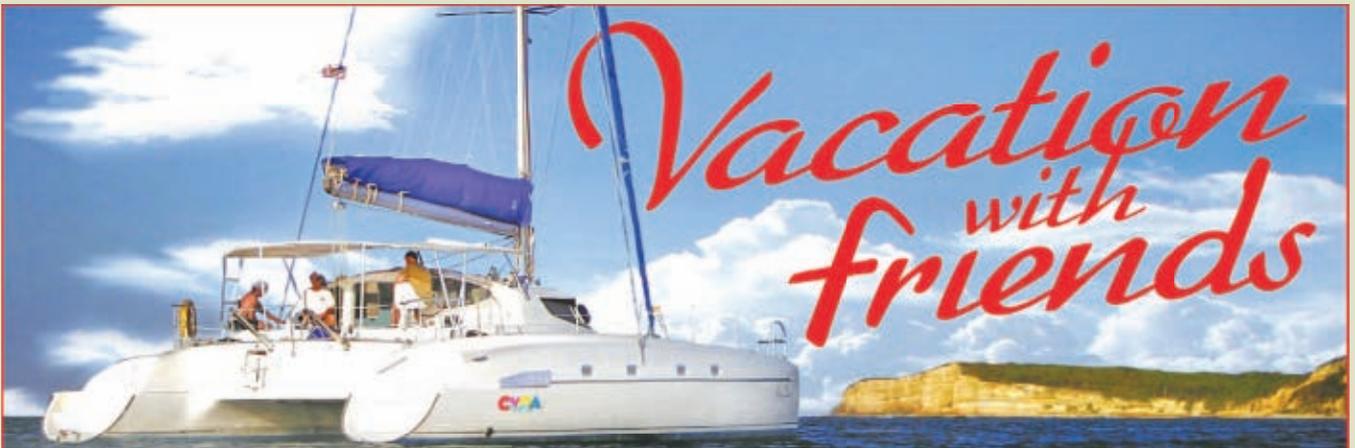


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# "I'd Love to Get You on a Slow Boat to China\*"

**BEING THE SENIOR** staff demographer and sociologist here at CY is not the cushy task you think it is. After the driver drops me off at the editorial campus, the phone is already ringing by the time our intern, Hans, brings me my cappuccino. Then, there are the endless requests for interviews, visiting foreign ministers engaging in animated discussion and the inevitable crush of supermodels looking for advice on honing their boating desirability quotient.

On Tuesday, Hans had barely cleared the chafing dishes from lunch when my day went completely nuts. Our Publisher, Elizabeth, tanned and still in shorts from her 'assignment' in the BVI popped into the office. "How's your study on boating as an archaic form of transportation going," she inquired with a resigned sigh, although at the same time she was handing me a six-pack of Mount Gay.

The study, as I barely have to tell you, asks the timely question: "Why do so many seemingly high-powered influential people choose to go boating when they could get to their destination in a small fraction of time by some other means?"

Let's look at the data. A trip from Toronto to Detroit would likely take two days for a powerboat, five for sailboat. Why would anyone do that when you can get there in 3.5 hours on the 401? Perhaps a better question is why would anyone want to go to Detroit in the first place?

But logic doesn't always prevail in boating. Back when Juan Valdez was exploring the world in his square rigger,



*Wooden, hopelessly slow but endlessly charming. John and MJ's vintage Grand Banks*

there was no other means to travel. In the early days, legendary couriers de bois labouriously transported their pelts by water from The Soo to Montreal because there was no other way; neither the Bayliner nor the Freightliner had been invented. But today, why do frenetic, achieving people who won't let an e-mail go unanswered for more than 90 seconds still enjoy traveling down the Trent at eight knots?

Powerboats go slow compared to other transportation; compare a Carver to a Winnebago. Either way you get where you're going with a spacious, homey place to hang out in, but by water 15 mph is top speed. The slogging, treacle speed highway cruiser has you at your destination with the awning unfurled and the martinis mixed with relatively hare-like speed.

Sailboats are particularly archaic. If you stop and think about it (which I don't recommend), you realize that almost all sail racing as we know it takes place at under 10 mph. Olympic gold medalists in Solings go a tenth the speed of lugers. I further don't recommend thinking about this: America's Cup win-

ning BMW Oracle cost an estimated \$10 million, is more high tech than the Shuttle and still has a top speed somewhere well south of 50 knots. Even Hans' '93 Olds makes it look like a turtle and he picked that up from his uncle for 275 bucks.

So why, oh why do seemingly sane people enjoy going so slow in a boat? Is it a yearning for simpler times? Is it a need for contrariness? Let's look at a case study: my friends John and MJ are a hot couple and successful in business, community endeavours. They have a host of friends, a charmingly hip home in a trendy area, have driven Italian motorcycles, have owned Saabs and Mac everything. So why did they purchase a 1972 wooden Grand Banks trawler with diesel twins that, according to MJ, 'may go 9 or 10 knots downhill.' Not only is this boat a considerably slower mode of transportation than a 12-year-old's bicycle, it also is a continuous maintenance project. But wow, it is the pride and joy of this fashion-forward couple. What gives?

My expert answer to the slow boat thing is that it is a return to honest value, an echo of slow food movement or that antique roll top desk collection. There's something reassuring about a laid-back lifeline to the tempo of sailing to the new world or navigating the canals of France. In this hectic, insane, high-powered world, we're lucky to have an antediluvian corner into which we can escape. Boating is commonsensical? Only by comparison. 🐢

\*Kay Kyser, Columbia Records, 1948



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