

CANADIAN

JULY 2010

Yachting

On Board Your Boat Issue

A Day in the Life
of a Sport Fishing
Tournament in Nassau

Discovering Ontario's North
Bonding with the
Bruce Peninsula

Boat Reviews

- POWER**
- Boston Whaler 280 Outrage
 - Monterey 400 SY
 - The Whaly

- SAIL**
- Jeanneau 53
 - TES 28 Magnam

In This Issue

Preparing Bouride à la Provençal
On Board | Selecting and Installing the Proper
Depth Sounder | Avoiding Engine Corrosion
| A Tour of the Sea Ray Woodworking Plant



Special Canadian Yachting Association
Insert

WWW.CANADIANYACHTING.CA



GARMIN MARINE 2010.

This is eye-opening innovation. The kind that can change a voyager's whole outlook. The future, as Garmin sees it, begins right up there in that great-looking lineup of marine products for 2010. Check it out. This year you'll find a whole new dynasty of hi-res color chartplotters that feature enhanced software and processing power to bring you a smoother, faster, more maneuverable map display with virtually seamless panning and zooming in all dimensions. Other highlights include new VHF radios, new xHD open-array radars, new AIS marine traffic monitoring systems, NMEA 2000 instruments, sensors, autopilot options, digital sonar, live-cam video monitoring, and more. Garmin Marine 2010. See it wherever the future meets the sea. And get onboard.

Follow the leader.

Do You Care Enough About Water to Get Involved?

PUBLIC AWARENESS of water quality and concern about the environment has risen dramatically in the past few weeks as the Gulf oil spill continues unabated. Blobs of crude are showing up on beaches and in marshes all through the Gulf area and we know that the ocean currents will carry this disaster all the way up the Atlantic coast, even if BP is able to cap the well right away.

As the BP disaster continues to draw headlines, one painful reality is coming into sharp focus; mankind is unleashing forces that we plainly can't control. It's hard to say which story raised greater public outrage in this past week: the announcement that a US Supreme Court judge had lifted president Obama's moratorium on further deep water drilling, or learning that BP oil president Tony Atwood had gone yachting for the weekend.

Public sentiment plainly saw Atwood's pursuit of his personal life as further evidence that BP is not taking the Gulf oil spill very seriously even though in the same week, they set up a \$2 billion damage fund to compensate the victims of the disaster.

In this issue of *Canadian Yachting*, Glen Cairns in his Environment column tackles the thorny issue of insurance liabilities and responsibility around commercial activities like oil drilling and commercial fish farming. In previous issues we've commented on Great Lakes water levels and quality, and we've talked about the work of the International Joint Commission. *Canadian Yachting* will continue to bring you more information on key environmental issues, but the question is: do you care enough about protecting our water resources to actually get involved personally?

We are looking for ways to really get involved. We applaud the RBC Blue Water Project which is an innovative, wide-ranging, 10-year, global commitment to help protect the world's most precious natural resource: fresh water. The program is designed to provide \$50 million in charitable grants to not-for-profit organizations that protect watersheds and provide or ensure access to clean drinking water. Since 2007, RBC has pledged more than \$20.48 million to more than 200 organizations worldwide.

Directly, RBC aims to promote responsible and sustainable water use with their employees and clients through education and awareness programs that create an understanding of the value and vulnerability of our water resources and to reduce the intensity of our own water footprint. The RBC Blue Water Project also aims to encourage the growth of North American businesses that develop and commercialize innovative solutions to the water issues facing the world.

Their web site describes their corporate goal of taking a leadership role to encourage the involvement of other corporations and to encourage a spirit of collaboration among and between all sectors to help protect the world's freshwater.

If you or your business is also taking important steps towards helping protect the planet's valuable water resources, we would enjoy hearing about it. *Canadian Yachting* is dedicated to supporting the environment and to responsibly safeguard the pursuit of boating and yachting in all forms. We would be proud to share your initiatives with our other readers.

We share this interest and sport and we need to work with a growing, collective voice to stimulate real action to protect our waters. ↗

CANADIAN YACHTING

JULY 2010

PUBLISHER Elizabeth A Kerr
416-258-9948 • eakerr@kerrwil.com

MANAGING EDITOR Andy Adams
416-574-7313 • aadams@kerrwil.com

ART DIRECTOR Allan S. Bates
asbates@kerrwil.com

CONTRIBUTORS Andy Adams, John Armstrong, Glen Cairns, John Kerr, John Morris, Greg Nicoll and Mark Stevens and Sharon Matthews-Stevens

ACCOUNTING Eleanor Campbell
705-527-7666 • eleanorcampbell@kerrwil.com

ADVERTISING
Steve Carey
416-305-7711 • nmscomm@rogers.com.com

Ian Gilson
905-719-5152 • igilson@kerrwil.com

Greg Nicoll
416-620-9373 • gnicoll@kerrwil.com

Mary Nicoll
905-535-2866 • mnicoll@kerrwil.com

CIRCULATION Elissa Campbell
705-527-7666 • elissacampbell@kerrwil.com

KERRWIL
your marine market resource

HEAD OFFICE 538 Elizabeth Street
Midland, Ontario L4R 2A3
Tel: 705-527-7666 Fax: 705-527-7662 www.kerrwil.com

PRESIDENT Elizabeth A Kerr
VICE PRESIDENT Greg Nicoll
CHIEF EXECUTIVE OFFICER John W Kerr

Canadian Yachting is published six times a year.
Subscription Rates: 1 year \$26.00; 2 years \$42.00
Outside Canada: 1 year US \$40.00
Prices include GST Registration #R102819539

The contents of this publication are the property of Kerrwil Publications Limited and may not be reproduced in whole or in part without prior written consent. We encourage letters to the editor, submissions and query letters from writers and our readers. For material to be returned, please include a stamped, self-addressed envelope. Occasionally, we allow the use of mailing lists to firms offering products and information that we feel may be of interest to you. If you do not want your name made available, please return your mailing label to us marked DO NOT RELEASE.

We acknowledge the financial support of the Government of Canada, through the Canada Magazine Fund toward our editorial costs.

Canada 

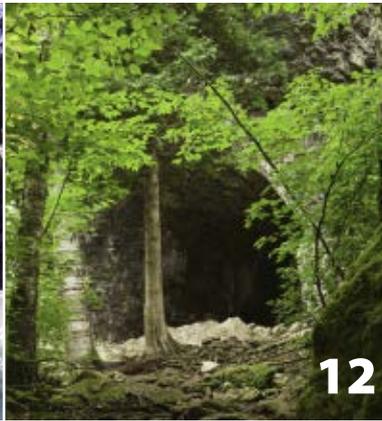
Send all address changes, post office returns and subscription enquiries to:
Canadian Yachting
538 Elizabeth Street
Midland, Ontario L4R 2A3
T: 705-527-7666 F: 705-527-7662
E-mail: elissacampbell@kerrwil.com

CCAB
BPA WORLDWIDE
CONSUMER

Magazines
Canada



6



12



16



28

FEATURES

6 Nassau, Bahamas
A Day in the Life of a Sport Fishing Tournament
By Andy Adams

12 The Bruce Peninsula, Ontario
Bonding with the Bruce
By Mark Stevens Photos by Sharon Matthews-Stevens

32 Sea Ray's Woodworking Shop
Touring the Hallmarks of Quality
By Andy Adams

BOAT REVIEWS

- 16 Boston Whaler 280 Outrage**
- 20 Monterey 400 SY**
- 24 Jeanneau 53**
- 28 TES 28 Magnam**
- 46 The Whaly**

HOW TO

- 38 Prepare Bouride à la Provençal On Board**
- 47 Select and Install the Proper Depth Sounder**



38

DEPARTMENTS

- 3 Vantage Point
- 38 Galley Guys
- 47 Electronics
- 42 Environment Matters
- 59 Book Reviews
- 70 Crossing The Line



Cover: Jeanneau 53. See boat review on page 24.

SPECIAL INSERT

51  Canadian Yachting Association

Take Full Advantage!

And earn 4%
on your boating
supply purchases!



Join West Advantage Gold Rewards Today!

Do you spend money on boating gear? Would you like to get some of it back? If so, you'll want to join the most popular Rewards program in boating—West Advantage Gold Rewards!

When you're a member of West Advantage Gold Rewards, you'll earn a \$10 Reward Certificate for every \$250 you spend on qualifying purchases. You'll also be invited to special "members only" savings events and receive other special offers reserved exclusively for you.

Your West Advantage Gold Rewards membership also includes all the benefits of membership in BoatU.S. The Association, with access to a wide range of discounts and services exclusively for boaters in both Canada and the U.S.

If you own a boat, you really owe it to yourself to get every advantage you deserve. Become a member of West Advantage Gold Rewards for just \$24 for a full year's membership and take full advantage of boating's best rewards program!

 West Marine
Store Savings Coupon

\$15 OFF
ANY REGULAR-
PRICED PURCHASE
OF \$100 OR MORE



MK0000014100001500AS

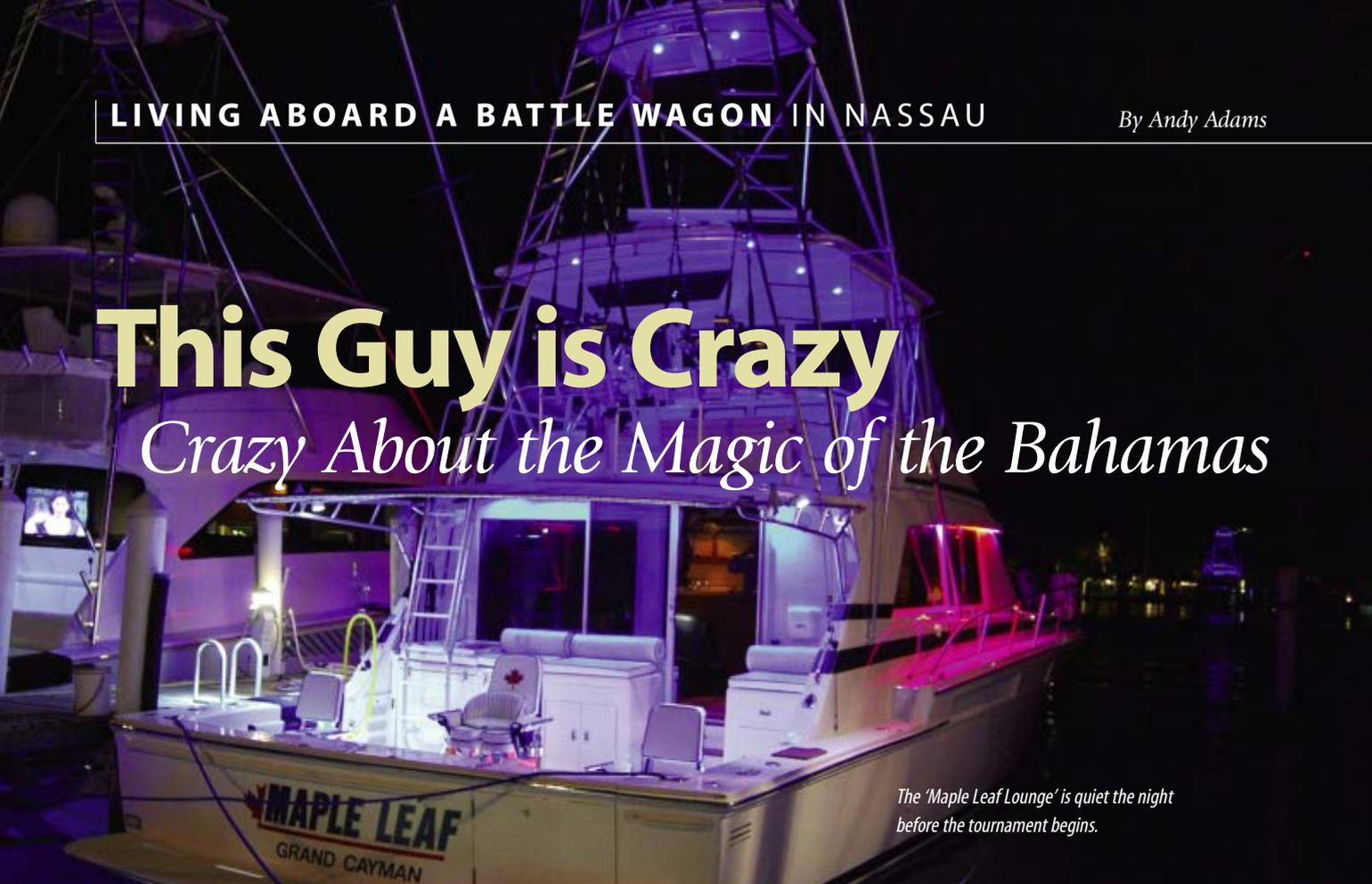
Coupon valid 7/01/10–7/31/10 on in-stock regular-priced items at West Marine retail store locations only. Coupon may not be combined with other coupons or offers. Not redeemable for cash or gift cards. Limit one coupon per customer. Excludes PLUS Plan extended warranties, memberships, services and gift cards. Discount does not apply to taxes, shipping and handling charges or similar processing charges. Offer valid for retail transactions only. Offer void where prohibited by law. Attention Cashier: Please scan barcode at time of redemption.

Visit our stores!
For the location nearest you,
go to westmarine.com

 **West Marine®**

This Guy is Crazy

Crazy About the Magic of the Bahamas



The 'Maple Leaf Lounge' is quiet the night before the tournament begins.

This guy is crazy. He's not fixing up an old boat. He's in the process of 20 years of constant improvement. It's all about the sport – tournament sport fishing. The old man and the sea. Hemmingway...

It's a sport where if you have to ask the cost...

So, we won't talk about money. Don't even think about it. Forget about it for this article. Money is totally not the point.

The obvious point would be to win the tournament, but that's really not the point either. You might think it's just about fishing in general; you'd be closer, but you're not there yet.

In a heartbeat, everything can change. It's about fun, camaraderie, the friendships and the rivalries too. "I love this boat!", the owner says shaking his head in amazement. It is a total lifestyle popularized by colourful characters and wild

experiences.

Everything is memorable. Like the custom-made wool carpet with a free-form design of maple leaves. On the maiden voyage after a major re-fit, the icemaker in the refrigerator broke loose and soaked the carpet totally. The owner has a reverse osmosis water maker onboard. It didn't even leave a stain.

It's about the psychedelic colours. The Dorado, Blue Marlin and other game fish shimmer in iridescent hues as they fight their human foe. Success sometimes comes when trolling at a high speed. The fish are outside their comfort zone. The owner believes they get mad and hit the lure. Former captain Allan Albury says that Marlin are tricksters. They have attitude. The owner believes he's fishing for magic. Current captain Ricardo Eldon and Dennis Smith (Chucky) the first mate believes it too. They are all proud Bahamians.

They call a small Marlin (under 200 pounds) a "rat". These are regarded as an annoyance. The lures are handmade; each one a work of art. Some of the most effective lures have soft heads. Maybe that makes the lure more natural to bite. They're made by a company in Las Vegas that got their start building adult sex toys. Maybe they're still in the sex toy business.

The owner is seeking stunning beauty.

He says that "fish payola" is something all good fishermen share. The local people often help the boat owners and their crews, knowing that the time will come when they will be rewarded, perhaps with pounds and pounds of exotic fish. The fish become currency. Everyone comes to the Maple Leaf because the owner welcomes them onboard. In turn, they are comfortable with him. Regardless of the differences in their lives, they are united by the love



of the sport and by the magic.

Some find it a bit surprising that the 'Maple Leaf' is full of Canadian art. You'll find a maple leaf attached to, embroidered on, engraved into, or painted onto almost everything – sometimes in such subtle ways that you have to look for the leaf. Visitors are fascinated. Adorning the bulkhead in the salon is an eerie white figure carved from driftwood by Canadian artist Bill Hunnisett. The Bahamians nicknamed this 'Casper' but it feels a bit spiritual. Maybe a bit frightening to have a ghost onboard.

The owner tells me, "I'm hunting aliens in an alien world," and then he laughs as he adds, "...onboard a Canadian boat! But, it's all about the game!" he exclaims, "It's a game where you put all your cards on the table."

It sounds like it's about fishing, but it is much bigger than that. It's the people and the chance meetings. That can be the magic and sometimes it is amusing. The owner tells a story about the day a girl came on board the boat, noticed the Maple Leaf name, looked around at all the maple leaves and said to the owner, "Obviously, you're from Vermont."

The magic is always there, but you really feel it at night when 'Chez Maple Leaf Lounge' gets into high gear. He has three icemakers.

It's so well-equipped; the boat even has a defibrillator on board. The owner

At dawn on Day One, we grab the best position and lead the fleet out of the harbour. We are all hunting for magic.

bought it at the Miami boat show a couple of years ago. A man was there selling portable defibrillators and the owner asked, "Have you ever actually used one?"

The salesman's answer was, "Yes! We've used it twice here at the show." A little bit more magic for sure.

"Since I've really started to care about Marlin, you might think we've caught a lot. Only five or six though, and no big tail dance – at least not yet. Sometimes I wonder if it's the Bertram", the owner mused. He knew Richard Bertram personally. He points out that Bertram was actually a sailor and the story goes that Bertram met Ray

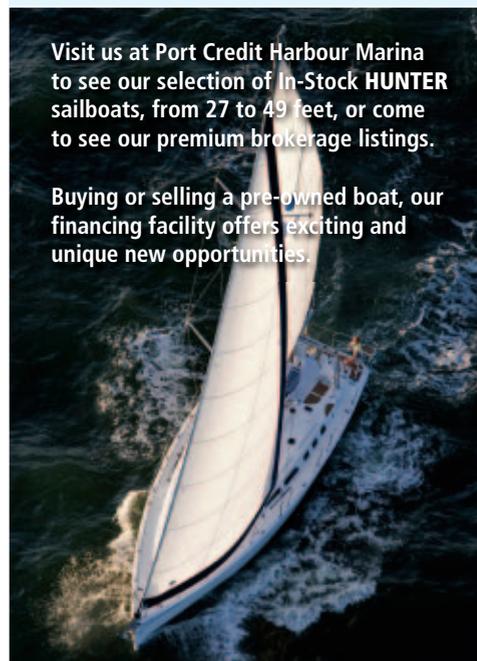


These are just eight of the rods we have at the ready. First mate Dennis (Chucky) Smith is always moving, tending the rods and lines while Captain Ricardo Eldon is busy on the bridge.



Visit us at Port Credit Harbour Marina to see our selection of In-Stock HUNTER sailboats, from 27 to 49 feet, or come to see our premium brokerage listings.

Buying or selling a pre-owned boat, our financing facility offers exciting and unique new opportunities.



Your exclusive Ontario dealer for



HUNTER[®]
MARINE CORPORATION

True North Yachts

Port Credit Harbour Marina
1 Port Street East, Mississauga, ON L5G 4N1
Tel: 905-274-8001 Fax: 905-274-8004
sales@truenorthyachts.ca

www.truenorthyachts.ca

Contact a Canadian Dealer Near You!

Prince Edward Island

Quartermaster Marine

544 Malpeque Road
Charlottetown C1A 7N9
902-566-4450 • www.quartermastermarine.com

Quebec

Marina Fortin

878 Principale
St-Paul de l'Île aux Noix JOJ 1G0
450-291-3333 • www.marinafortin.com

Ontario

Skyline Marina Limited

75 Forestview Road
Orillia L3V 6H1
705-327-2002 • www.skylinemarina.com

Hurst Marina

2726 River Road
Manotick K4M 1B4
613-692-1234 • www.hurstmarina.com

Needham's Marine Limited

1859 London Line
Samia N7T 7H2
519-542-0848 • www.needhamsmarine.com

Town & Country Marine

2983 Buckhorn Road
Lakefield K0L 2H0
705-657-1299 • www.tcmarine.com

Port Sandfield Marina

1327 Peninsula Road #7
Port Sandfield POB 1J0
705-765-3147 • www.portsandfield.com

Woodlake Marine

1956 Highway 17 West
Keewatin POX 1C0
807-468-2628 • www.woodlakemarine.com

Manitoba

Virten Recreation & Watersports

421 King Street East
Virten ROM 2C0
204-748-2060 • www.virdenrec.com

Saskatchewan

Exclusive Auto & Marine

550 15th Street East
Prince Albert S6V 1G2
306-763-4900 • www.exclusiveautomarine.com

Ochs Motor Sports

Highway 10 East
Melville S0A 2P0
306-783-4566 • www.ochsmotor.com

Alberta

Renfrew Marine

804 41st Avenue NE
Calgary T2E 3R2
403-253-6933 • www.renfrewmarine.ca

British Columbia

Dockside Marine

770 Finns Road
Kelowna V1X 5B5
250-765-3995 • www.docksidemarine.com

M&P Yacht Centre at Coal Harbour

#110-510 Nicola Street
Vancouver V6G 3J7
604-692-0333 • www.mpm Mercury.com

Sea Ray

Where Land Ends, Life Begins.

BATTLE WAGON IN NASSAU



Right out of the gate on Day One, we are bringing in our first Dorado, a dolphin fish. We're off to a solid start.

Hunt at a regatta where a boat that Hunt had built was a committee boat, handling the rough seas and moving from point to point in a way that was almost magic for a boat of that size. The Hunt/Bertram alliance was magic too.

"The boat is always moving – I love this game!" The owner points out.

The owner has a sense of humour. He tells the story about a yachtsman who was out in the ocean and heard two Bahamians begin a lengthy conversation using Channel 16 on the VHF. The Bahamians were going back and forth when the yachtsman, who was becoming increasingly annoyed, finally cut in and said, "Can you please move to a working channel?" The Bahamians shot back, "Dis channel workin' jus' fine for me!"

But we were there for the tournament.

The day before, we met at 4:00 p.m. for a strategy meeting starting with an open bar. Where would we go? Who had caught what in previous days? What were the weather reports? What should we be fishing for? We checked wind directions and mapped out tide changes. We were serious about winning.

The owner had invested heavily. The original 12-cylinder Detroit Diesels that used to cruise at 18 knots, were recently

replaced by a pair of high-tech Caterpillars producing 1420 hp each, turning shafts that are thicker than my arm. The Maple Leaf, a 1981 vintage 54-foot Bertram convertible, actually hull #2, now cruises at 26 and tops out at 32 knots. There must be magic to get a fully equipped battle wagon that weighs 68,000 pounds moving that fast.

Typical of his great generosity, the owner gave me first position in the fighting chair on the first morning of the tournament. I had the honour of bringing in the first fish in a matter of only minutes; a 9-pound dolphin fish to get the day started.

We continued fishing at the buoy for what seemed like ages and got nothing more, so we left for place called 'the Pocket' hoping to catch the tide shift. We trolled for Wahoo on the way which meant that we were trolling at 18 to 20 mph. Nothing.

We found a weed line where we spotted a school of dolphin fish, slowed to troll for them, but no luck. We tangled the lines. The school of fish scattered. Next, we spotted a flock of sea birds. We chased them down and spotted a Marlin in the water.



450 Sundancer®

Advancing

THE ART OF YACHTING



For more than 50 years, Sea Ray has made boats that propel your dreams and push the whole marine industry forward. Advancements like our intuitive joystick docking systems, widescreen electronics, ultramodern entertainment centers, and top-line cabinetry from our multimillion dollar woodworking facility make your time on the water better than ever before. And isn't that what yachting is all about in the first place?

Don't settle for second best when buying your next dream machine. Experience a superior sport yacht or yacht, from 39 to 61 feet, at your local Sea Ray dealer and surround yourself with the finer things in life.

Sea Ray®

Where Land Ends, Life Begins.

Visit your local Sea Ray dealer or www.searay.com

SKYLINE MARINA

Sea Ray



Canada's Largest Sea Ray Dealer from 17-60ft.



Sport Boats 17-30'



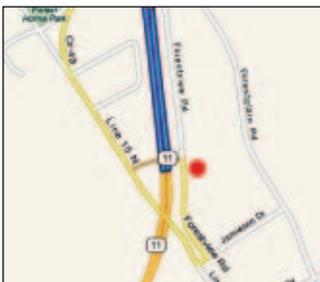
Sport Cruisers 23-35'



Sport Yacht & Yacht 38-60'

SKYLINE MARINA

75 Forestview Road, Orillia, ON L3V 1H5
877-759-8333 or 705-327-2002



Always open at

SKYLINEMARINA.com

BATTLE WAGON IN NASSAU



The fishing got weird. What's a Barracuda doing out in 1000 feet of water?

interrupting an enormous pair of sea turtles producing more sea turtles. A short distance along, we got into another school of dolphin fish, but it was slim pickings again, so we raced back to the Pocket hoping for Marlin. Everyone else was already there. We didn't get anything, but the magic was, neither did they.

Finishing the day off in memorable fashion, one of the tournament boats radioed in that they had two White Marlin on Day One and on Day Two, got both a White Marlin and a Blue Marlin. The other boats were almost empty-handed. They would have walked

The right Marlin would win the tournament.

The captain and mate were changing bait, doing everything they could for the owner who was in the fighting chair and ready for the magic.

We finally got a hookup and as the fight started, the captain called out from the bridge, "We've lost the steering!" We realized that the boat was running a crazy course. Perhaps a moment of slack in the line was the magic the Marlin needed to make good his escape.

Captain Rick raced down from the bridge and straight into the engine room where almost 3000 hp worth of Caterpillar diesel engines had been running hard for the past six hours. Waves of heat escaped as he opened the hatch. It was the captain's turn to work a little magic in the cramped lazarette.

Replacing the lost hydraulic fluid and then mainly steering with the engines, we limped back to port.

Before dawn on Day Two, we were back at top speed heading for the buoy where we got that one little fish the day before. This time a school of dolphin fish really started to hit. There was a lot of action. But, they were small - all under the tournament limit except two.

We moved towards our next stop



Returning for the final weigh-in at the end of Day Two; everybody had a great time, especially the owner, in spite of the fish box being almost empty.

away with the tournament if they hadn't run out of fuel, missed weigh-in and been disqualified!

In a heartbeat, everything can change. "I just love this game!"

THE WORLD'S LARGEST BOATING EVENT!

AquaPalooza[®]

Sea Ray

2010



LIFE'S TOO SHORT TO STAY DRY.

Grab your swim trunks and inner tube, fire up the family boat and get ready to continue your love affair with the water at Sea Ray's fifth annual AquaPalooza! The World's Largest Boating Event is back at over 100 lakes, rivers and oceans around North America and abroad – including this year's Signature Event featuring country music superstar Brad Paisley on July 10 at Lake Travis near Austin, Texas. Don't let your summer be dry. Find your local AquaPalooza event and register now at AquaPalooza.com.

15,000+ BOATS • 84,000 ATTENDEES • 100+ LOCATIONS • REGISTER NOW FOR AN EVENT NEAR YOU

Brought to you in part by:

Raymarine



SEBAGO

SONY

MERCURY
MerCruiser



skinny
water.

0 Calories 0 Sugar 0 Guilt



Bonding with the Bruce

A UNESCO-designated biosphere, the Bruce offers plenty of shore-bound activities like hiking on the world-famous Bruce Trail.

A rugged path strewn with rocks slices through a dense stand of cedar just beyond a red-roofed square wooden lighthouse squatting beside Georgian Bay on the furthest reaches of Ontario's Bruce Peninsula.

You trudge along this path that meanders through forests boasting five-hundred-year-old trees; you deeply inhale the cedar aroma. Then the forest thins and you emerge onto a plain of stone and sand and shale.

Before you, glittering in the sunlight, reclines a lagoon that wouldn't be out of

place in the South Pacific. But instead of palms you see pine. You see aspen, their leaves shimmering like a ransom of silver coins.

In the foreground a couple of sailboats and three or four powerboats swing gently at anchor. The sailboat masts sway back and forth like a couple dancing late at night – slow, sensuous.

Background is a platoon of towering precipices – West Bluff, Middle Bluff, Boulder Bluff, South Bluff. Five hundred feet overhead their faces are etched and wrinkled like the visages of old men but



Twilight at Lion's Head in the lee of the Bruce.

their ridges are softened by the silhouettes of pines that cling to their heights like mountain goats and dance in synchronicity with the masts so far below.

The view from here could make a marine cry.

You later climb the spiral stairs of the lighthouse; you explore the re-created historic keeper's home. And you stare out at waters as blue as the sky, Georgian Bay unbroken to the horizon line in the east, Lonely Island and Bear's Rump Islands blue-gray monoliths to the west.

You've uncovered here a cruising ground missed by many, a cruising ground offering some of the best views on Georgian Bay, as you scan waters clear as gin from your vantage point at the top of the Cabot Head lighthouse.

You've begun to bond with the Bruce.

When Samuel Champlain first saw these waters sometime around 1615 he dubbed them the Sweetwater Sea. He was downright prophetic: they are a mouth-watering confection for the cruising boater.

And the Bruce is the tastiest morsel of all.

It sprouts north from the base of southwest Ontario like a great branched coral head. Tobermory marks the western point while this lighthouse guards the east. From here the Bruce falls away south, past the village of Dyer's Bay, the port town of Lion's Head, a huge bay at Melville Sound, past a smattering of

islands and the erstwhile rail town of Wiarton, ending in the south at the Bruce's lone nod to urban life. Owen Sound, once a bustling rail and marine terminus, boasts a wealth of gorgeous Victorian homes, museums, and sufficient shopping to satisfy the most acquisitive first mate.

Sixty miles long, the Bruce marks Georgian Bay's western boundary. Its great bluffs are the spine of the Niagara escarpment, a landform born five hundred miles to the south, dipping beneath the water at Tobermory, breaking the surface again on Manitoulin Island.

It is a cornucopia of biodiversity, a UNESCO biosphere boasting three hundred bird species, fifty-four kinds of wild orchids, fifty different ferns. And one of southern Ontario's last great forests.

Some of the best hiking in the province is here. But the Bruce is still, first and foremost, a boater's paradise.

While it's admittedly a long haul from the south, Kincardine and Port Elgin on the west side both offer great overnight options en route with full service marinas. At Kincardine you can visit the historic lighthouse and listen as a bagpiper salutes the sunset (among the world's best). Tie up at Port Elgin and you might even get to take in some live jazz. Then your next landfall is Tobermory, where most cruisers provision and make for either the Thirty Thousand Islands or the North Channel.

The smart ones stay for a while and explore the Bruce.

Ten minutes after we tie up at Wiarton Marina a couple two docks over invites us aboard for cocktails.

"We couldn't imagine being anywhere else," says first mate, Susan Beacock. "So beautiful it makes you want to cry. And the other boaters are something else. Had to put in a new



The marina at Lion's Head has a lat/long halfway between the equator and the North Pole.

head. Two fellows help us put it in and they won't take a penny for their help."

Husband Gary nods. "One time we're up in Wingfield Basin, by Cabot Head. I drop the hook and go on the radio. 'Bar's open', I say. Ten minutes later we've got fifteen people on the boat."

He grins at me then raises his eyebrows in a question. "Another Bloody Ceasar?"

Next morning, sitting at a picnic table beside the water, sheltered by a sheer cliff three hundred feet up, I discover even more gracious boaters.

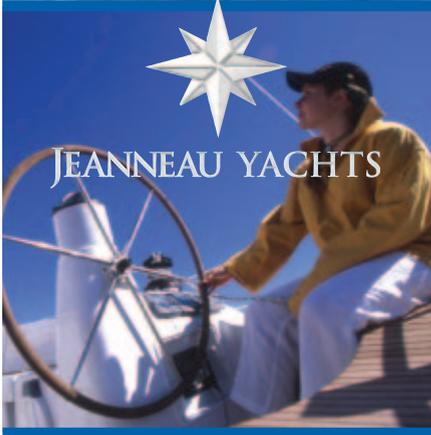
They tell me about Melville Sound, one of the most beautiful anchorages this side of the North Channel. Mike Hurley points me to White Cloud Island. "Little Port Elgin is nice," says Fred Richardson.

A couple of days earlier we'd met Ken Hodge, dockmaster at Lion's Head Marina, a modern facility sheltered by a stone seawall, guarding the approaches to a brown sugar beach sheltered by maples and oaks. Hodge spread a chart on the counter of the marina office and pointed out hazards to navigation. Surprise Shoal could be tricky, as could Jackson Shoal, but everything was well-marked. "But it's mostly the weather you have to watch for," Hodge warned.

"Northeast blows can really stir things up." According to Mike Hurley you don't really have to worry about the weather. "Stick around if you don't like it," he'd quipped from the dock at Wiarton. "It'll change in ten minutes anyway."

At the end of our impromptu chart-briefing halfway beneath the North Pole and the equator Hodge got a faraway look in his eyes and scanned the mirrored waters of the bay, gilded by the golden light of the early morning sun. He stopped talking and lifted his gaze to the ridge to our south, Lion's Head. "Shame we don't get more transient boaters here," he said wistfully. "So beautiful here."

Later on that day we climbed a serpentine tarmac road rising up from the south end of the beach. It is one of the more challenging and most spectacular sections of the Bruce Trail. We trudged along a trail through forests, opening into sun-dappled glades shadowed by fifty-foot rock faces, climbing ever steeper, ever higher, past surreal glacial landforms and clamoring over boulders and tree roots until we reached a forest open-



BRUCE PENINSULA, ONTARIO



Unique landforms characterize the east coast of the Bruce near Wingfield Basin.

ing and gazed out over paradise itself.

Three hundred feet straight down we could see rocks fifty feet beneath the surface the water was so clear; we stood at the crest of steep cliffs, we saw great bluffs marching north into infinity. From our vantage point, high atop Lion's Head, we watched a lone boat traversing waters the colour of the Caribbean, a white "V" following it across Isthmus Bay.

Earlier that day Hodge had bemoaned the lack of visiting boaters. I couldn't really understand his sentiment. I didn't at all mind having this place to myself. For boating the Bruce is all about the solitude.

On the morning of my last day here, I stared across these waters from the lee of an octagonal wooden lighthouse guarding the mouth of Tobermory's Big Tub Harbour. It was hunkered down on a shelf of limestone pockmarked by rain and waves, looking for all the world like a displaced outcropping of coral.

Later on I would mingle with the crowd strolling the docks, crews preparing dive tanks, people lined up to board commercial excursion boats, other cruisers doing breakfast at Crow's-nest Café or Bootlegger Cove Pub or Shipwreck Lee's. Later I'd explore the shopping at a place Great Lakes Cruising Club member Ross Davies calls the "best of both worlds," slipping into the Chart Room with its nautical gifts and an impressive library of boating books, charts and

cruising guides. Later on still I would visit the interpretive centre, climbing the wooden tower and surveying, like the Lord of Creation himself, the waters of Georgian Bay, the land that First Nations residents called "the place of tumbling boulders."

But for now I savoured my solitude here at land's end.

Here I gazed across the water at a great monolith, the ferry they call "Chi-Chimaun" – "Big Canoe", groaning at her dock lines, listening to her horn echoing through the morning mist, watching as she glided like a dowager queen through the black waters, making for Manitoulin, the world's biggest freshwater island.

Here at the lighthouse the waves nuzzled the rock, making a sound like an ancient xylophone, setting down a melody heard for half a million years. My heart beat slowly. I deeply inhaled the cedar aroma.

Bubbles rose up from the indigo water and, with a splash, the heads of two scuba divers broke the surface, wet suits gleaming like seal pelts. One removed his mask and grinned at the other. They turned to me and gave me the thumbs-up. I returned the gesture.

I knew that they had bonded with the Bruce.

For, so too, had I. 🙌

For more information, contact one of the following Canadian dealers in your area!

British Columbia
Fraser Yacht Sales
1818 Maritime Mews
Grandville Island V6H 3X2
Tel: (604) 734-3344
www.fraseryachtsales.com

Ontario
Navy Point Marine
One Port Street East
Mississauga L5G 4S2
Tel: (905) 271-2222
www.navypointmarine.com

Quebec
Marina Gagnon et files Ltée
50 62nd Avenue
St. Paul de l'île aux Noix J0J 1G0
Tel: (450) 291-3336
www.marinagagnon.com



Step into the New Generation



SUN ODYSSEY
33i



JEANNEAU

www.jeanneau.com

info@jeanneau.com

410.280.9400

NAVY POINT
• YACHT SALES • **T**

1 Port Street East, Mississauga, Ontario L5G4N1, Canada

905.271.2222 | shawn@navypointmarine.com | www.navypointmarine.com

Fraser Yacht Sales

International Yacht Brokers

1818 Maritime Mews, Vancouver, BC V6H 3X2, Canada

604.734.3344 | info@fraseryachtsales.com | www.fraseryachtsales.com

Boston Whaler 280 Outrage

Sport Fishing Features Make a Great All-Around Boat

WHAT A PERFECT time to be sitting down to write up a thoroughbred sport fishing boat like the Boston Whaler 280 Outrage. I just returned from a bill fish tournament in the Bahamas where a fleet of traditional “convertible” yachts like Hatteras’, Bertrams and even a brand new 70’ Rybovitch were competing against boats like this Boston Whaler 280 Outrage.

Thanks to the rugged finesse of the twin Mercury Verado 300s, this boat trolls like a dream and then can fly away to the next fishing spot at a rate of speed that leaves the “big boys” far behind. Our 280 Outrage test boat recorded a top end of 58.6 mph while big convertible sport fishing yachts struggle to get over 40.

The crew has to be comfortable and safe at these speeds. Our Boston Whaler

PERFORMANCE

TEST BOAT ENGINES

ENGINES: Twin Mercury 300 CXXL Verado outboards, 300 hp each, dual overhead cam, 4 valve per cylinder inline 6 cylinder, 2598 cc/158.5 ci, with SmartCraft Digital Throttle and Shift and electronic fuel injection driving 14 x 19 Enertia propellers.

ENGINE (RPM)	SPEED (MPH)
Idle	3.8
1000	5.8
1500	8.0
2000	9.7
2500	12.2
3000	20.8
3250	24.9*
3500	28.4
4000	34.5
4500	40.3
5000	45.2
5500	50.3
6000	55.4
6310 (MAX)	58.6

*Cruising speed

Speed testing by Mercury Marine

SPECIFICATIONS

Length	27'7"/8.4 m
Beam	9'4"/2.8 m
Hull Weight	6100 lbs./2767 kg
Fuel Capacity	200 gals./757 L
Water Capacity	28 gals./106 L
Holding Capacity	10 gals./37.8 L
Base Price (with twin 300 Verados)	\$180,000

Test boat provided by Boston Whaler
www.whaler.com

Price quoted by Gordon Bay Marine
www.gordonbay.com

280 Outrage test boat had a 23° of dead-rise at the transom with a 3 lb. foam core and a full liner that helps the vee-hull to cut through rough water at speed and the seating and console are very refined.

The console is framed by a welded aluminum superstructure that is powder-



The two bucket seats have flip-up bolsters to act as a leaning post for fast running through rough water. The 40-gallon live well and bait station is conveniently located behind the seats. There are also drawers for tackle boxes there as well as in the transom just beside the fold-down aft bench seat.



In combination with the padded side coaming, Boston Whaler has cleverly provided fold-out side seats that are very useful when trolling.

coated for protection from saltwater deterioration and also for a lovely smooth feel. The console is fully formed and finished, then through-bolted for maximum strength. The assembly offers great handholds and also integrates the Bimini top.

That top offers critically important sun protection in a tournament. The console also makes space for the very spacious head located underneath the console. This becomes very important after a few hours of serious fishing; the head has to be usable and safe.

In the 280 Outrage, Boston Whaler's designers have found a true 6 feet of headroom. There is a proper and very effective VacuFlush system plus a handheld shower; hot and cold water are both available. There's even a magazine rack, an opening porthole and well-placed handholds.

On a serious fishing trip, you need to stay hydrated and fed, so a big cooler is included. The lid is a forward-facing seat and the whole cooler can be moved from the front of the console into the vee area to make up a big sun pad when friends and family come along. Very clever.

But, that is just the start. At the bow, the 280 Outrage has the only through-stem integral anchoring system you will find in this size of boat and it includes a recessed electric windlass in the foredeck with a large chain locker.

I really appreciate the stainless steel bow rails that are recessed and out of the way when fishing and the forward bow cushions are removable. Under these are two drained wells with rod holders inside. When fishing, the bow area picnic table can be removed to stow in blocks in the head compartment. The bow platform also features a storage space with molded storage spots for a pair of 5-gallon buckets for stowing cast nets and the like.

RONSTAN

GREAT NEW RONSTAN GEAR

Sailing gear range
Uses a combination of high performance materials for their unique properties to produce more flexible, lower weight and more comfortable gear than ever before.

Swivel Head Orbit Blocks™
Low-friction peak performance where you need it, with control and durability. Polymer & fiber construction ensures a lighter and stronger block.

available at:
Fogh Marine (416) 251-0384
Pride Marine (613) 634-1900
www.ronstan.com

Webasto
Marine Comfort

Shhhhhhhhh

Webasto's FCF air conditioners are whisper quiet.

FCF operates quietly thanks to a more balanced system and carefully mounted compressor, resulting in less cabin noise and a more peaceful environment for sleeping. Making FCF more versatile, the FCF-DV has dual voltage capabilities, allowing you to run off 115-volt AC shore power or automatically switch to 12-volt DC battery power while you're away from the dock. A stainless steel pan and refrigerant that meets new environmental standards combine with the versatility, quietness and quality to make FCF perfect for your boat.

1.800.215.7010
www.webasto-marine.com

PORT CREDIT HARBOUR MARINA

The Boating Super Centre



Welcome Competition Yachts

Home of the AUGUST IN WATER BOAT SHOW

Inside and outside storage
Summer, winter and guest docking
Marine Store – Boat Repair – Boat Sales

1 Port St. E., Mississauga, ON L5G 4N1
Tel: (905) 274-1595 Fax: (905) 274-1029

BOSTON WHALER 280 OUTRAGE



The helm layout is particularly well-organized for serious navigation equipment and the twin Mercury Verados are controlled by the VesselView display which is just above the gorgeous chrome DTS control boxes.



Ordinarily, the bow area would be open for fishing but here you see it with the removable cushions, stainless steel handrails and with the center section filled by the movable cooler, making up a huge suntan area.

Other fishing features include the self-draining cockpit sole, 28 inches of interior freeboard for added safety, full-length, coaming bolsters and stainless steel toe rails in the cockpit. Whaler gives the 280 a whopping 18-rod holders in the gunwales, across the transom and on the hardtop.

The helm has a combination leaning post and bait station with a live well on the back. It's a great set up with the blue-coloured, 40-gallon pressurized, aerated live well and a clear top window. Two bucket seats cradle the driver and a companion.

Talking about seating, there is a heavily built, foldaway transom seat and the 280 sports new foldaway seats amidships that are ideal for watching your trolling spread. Drawers for tackle are conveniently located in the bait station with more in the transom.

Most people want to stand around the helm while underway though and our test boat was equipped with a SmartCraft Vessel View system that puts all the information from the twin Mercury Verados at your finger tips while keeping the dash clear for your big multi-function navigation screens. Radios and other electronics can mount in an overhead box.

Of course, turning 600 horses loose is a big part of the fun and the twin Mercury Verados are very smooth and quiet until they get rockin'. A stainless steel, saltwater wheel with a knob acts on the standard equipment power hydraulic steering. You get effortless control at all speeds and dockside handling is easy with the twin engines.

Acceleration is strong through all speed ranges and the Verados really trim up and stretch out on the high end working up to 6300 RPM doing 58 mph. The Boston Whaler is very solid and rattle free and feels like the entire boat is one piece.

Sure, it is a fabulous fishing boat, but we think the Boston Whaler 280 Outrage is really a great all-around boat too! 🐟



We get it.

*It's early,
everything quiet in the bay.
Rigging the boat, casting off.
A complete escape.
We get it, we're boaters too.*



Robertson & Robertson
Yacht Insurance Ltd.

1-800-661-7211 • 905-754-4805

www.skippersplan.com

Underwritten by Aviva Insurance Company

TECHNOLOGY: THE NEW LUXURY



IN STOCK

With the Zeus drives, the new Sabre 40 Sedan uses smaller engines to achieve her performance goals, and that means less noise, less vibration, and lower fuel consumption. And with her joy stick operation; there are fewer anxious moments around the docks too. Her fiberglass parts are infused, using less resin and creating fewer emissions, to make stronger, lighter parts. And like all Sabre motor yachts, she retains the traditional values of elegant cherry furnishings and practical interiors.



The Sabre 40 Sedan, the luxury of less.



SABRE

SABRE 40 & 42 SEDAN

SABRE 34, 38 & 42 HARDTOP EXPRESS

SABRE 52 SALON EXPRESS

Monterey 400 SY

Luxury and Style from a Family Builder

WHILE MANY OF our readers may know Monterey Boats for their cottage size and trailerable models, the company also builds a line of cruisers and sport yachts ranging up from 40 feet in length. Monterey may also be a larger company than some of our readers realize with 171 dealers worldwide. Monterey is a family-owned business that even through the US marine industry downturn last year continues to offer high quality in both styling and construction.

Our test boat is the Monterey 400 SY model and the flagship of the fleet. It featured a particularly innovative stern treatment with a spacious integrated swim platform, transom storage for big items like shore cables and fenders and the cleverly designed aft sun lounge with a flipflop backrest. This allows the occupants to either face the stern for swimming and sunbathing, or to face forward

PERFORMANCE

TEST BOAT ENGINES: Twin Volvo Penta IPS 600, D6-435 D-D, 435 hp each, inline 6 cylinder diesel with 336 ci / 5.5 L displacement, turbocharged and after cooled, driving IPS pod drives with twin counter-rotating prop sets.

ENGINE (RPM)	SPEED (MPH)
1000	8.0
1500	11.5
2000	14.5
2200	20.0
2500	27.0
2600	31.0
2800	35.0
3000	37.8*
3400	44.0
3535 (MAX)	46.1

*Cruising speed

Speed Testing by Monterey Boats

and join the substantial U-shaped cockpit seating area. The entire aft seat is also an electrically operated engine hatch;

SPECIFICATIONS

Length	41'/12.5 m
Beam	12'6"/3.8 m
Dry Weight	22,000 lbs./10,000 kg
Fuel Capacity	330 gals./1249 L
Water Capacity	75 gals./284 L
Waste Capacity	36 gals./136 L
Price	\$617,005 US

Test boat provided by and price quoted
by Monterey Boats
www.montereyboats.com

there is a smaller inspection hatch on the cockpit floor.

The innovative and very practical seating arrangement is only the start of the many good features on this boat. A transom gate leads up to the cockpit from the swim platform and there is a refreshment center directly ahead of that. This is equipped with well-positioned stainless steel handholds, a Kenyon electric grill,



The Monterey 400 SY has a cockpit area that's laid out for great entertaining. There is a flip-flop seatback. Here it is facing forward into the cockpit. Push it the other way and you have a sun lounge facing the swim platform.

and a sink with a cover to increase the counter space; there is a refrigerator, or icemaker available here as well.

The big Monterey is a sun worshiper's dream come true. The companion seat is also a sun lounge bookended by both forward and rear facing seat backs for maximum versatility.

One small detail I quite liked was that Monterey has been generous with the footlights both in the cockpit area and also under the toe spaces of the interior cabinetry down below. This makes things look very elegant and more safe at night too.

The helm seat is an example of the excellent in-house upholstery skills at Monterey. The handsome seat adjusts for reach and has a flip-up bolster as well as fold-down armrests.

A handsome sport steering wheel is fitted with a tilting feature and the helm ergonomics include a place to rest your arm near the throttles as well as an angled foot rest to brace yourself against when leaning back on the bolster.

In a seated position, the top of the windshield happened to reach exactly eye-height for me but most owners will find themselves leaning on the bolster, or standing up much of the time



The handsome flooring continues forward from the cabin into the master stateroom in the bow. The table is fully removable and the couch has both a fold-down armrest and also pulls out to make an additional berth. Notice the opening overhead hatches.



Canada's Largest
Inflatables Dealer



Five great reasons to make us your dealer!

- We represent all the top brands
- We are the largest volume dealer for virtually every line which in turn awards us and the consumer the best pricing
- Over 50 years combined experience in Inflatable Boats and the marine business
- We have the best factory trained service tech's for inflatables, Yamaha Marine, fibreglass repair and outboard rigging
- Two convenient locations to service our customers



Oakville (905) 844-4386
Midland (705) 527-6060




"Clean, quiet and fuel efficient outboards"

TEND'R

R O L L E R S



The most innovative tender launching system today that bolts to your swim platform. There is no need to mount, dismount, or store your outboard motor or gas tank. Our system does it for you. Engineered to be reversible, you can launch or retrieve your tender from either port or starboard side of your swim platform.

Constructed of marine grade stainless steel, polished to a mirror finish. Stainless steel hand winch, hold-down belts, full-size drill pattern and mounting hardware included.











46 Jaffray Street
Cambridge, Ontario N1R 3H9
Tel: (519) 622-1300
www.anchorwelding.ca
www.seaweedmarine.com






MONTEREY 400 SY



The helm is very impressive and well laid out with nicely positioned throttles and joystick, handsome tilt sports steering wheel and everything near at hand. The optional navigation system is built into the dashboard directly ahead of the captain.

anyway. It seems to be the more comfortable way to drive this type of express cruiser.

The dashboard is very impressive with an attractive symmetrical layout and the joystick docking control for the IPS is conveniently mounted near the throttles. The dashboard is formed to exactly fit the optional Raymarine display screen which looks great but means that an owner can't change his or her system easily.

The above deck features continue with side decks wide

enough to be safe around dockside, sturdy stainless steel bow rails, an electric windlass, remote control spotlight and additional stainless steel handrails flanking the deck mounted sun pad.

While it may seem that the Monterey 400 SY is very much geared to the sun worshiper's needs, Monterey includes a handsome hardtop both for weather protection and as a mounting location for radar, aerials and the optional Intellian satellite TV system that our test boat had. The hardtop also has recessed lighting, stainless steel handholds and an opening hatch for additional ventilation. Zip out Isinglass curtains offer weather protection when you want it.

Moving inside to the cabin, a sliding hatch door leads down four steps into the salon and has an important stainless steel handrail on the bulkhead. To starboard is the entertainment center with an LG flat screen TV, DVD and stereo system. The two hassocks offer useful storage inside and store under the entertainment center when not in use. There's a particularly nautical look to the cabin thanks to the teak and holly strip flooring. Monterey has used slightly different flooring in the galley that is more resistant to spills and things falling.

The galley includes a Contoure convection oven, microwave combination, a two-door Isotherm refrigerator, Karadon counters and a Kenyon two-burner ceramic stovetop. The sink is underneath the cover for expanded counter space and we appreciated the stainless steel hand rail. It is a good safety feature. We also found four drawers, two lockers and a huge trash locker as well as the two above-counter lockers. There is even a standard wine chiller. Nice touch!

The aft cabin has two single berths plus a filler for the center. The solid mahogany pocket door is a nice touch as is the dresser and vanity with mirror. You can store the optional removable 19-inch cockpit TV in this area for security.

continued on page 50

AB INFLATABLES

BAYPORT
YACHTING CENTRE

Inflatable Boat & Outboard
Sales & Service Centre for 16 years!
156 Marina Park Ave., Midland Ontario
Tel: 1-888-229-7878 Web: www.bayportyc.com

MERCURY
Inflatables



This is a very wide view of the forward master state room showing the island-type berth and large overhead deck hatch. There are two cedar-lined lockers as well.

EST. 1930

CRATE'S

"Simply the Best"



The all new
CRUISERS
520 Sports Coupe

 **Cruisers**
yachts

300 Express

330 Express

360 Express

420 Coupe

447 Super Sport



Every element of the Cruisers Yachts' experience has been thoroughly designed to free you from the complexities of the real world. From our enduring reliability to our spirited performance to our optional Volvo Penta IPS Joystick maneuvering system – nothing stands in the way of you and a profound sense of individual freedom.

455 Express MY

460 Express

520 Coupe

560 Express



EST. 1930

CRATE'S

"Simply the Best"

Crate's, your exclusive full-line dealer for Cruisers Yachts. Crate's is dedicated to providing full sales & service through our various locations throughout southern Ontario.

At Crate's, we take your boating seriously, we have been doing it all our lives.

Boating
Ontario
Dealer

KESWICK | LAGOON CITY | PORT CREDIT

Crate Marine Sales Ltd. | www.crates.com | 1.800.814.7826

Jeanneau 53

Incredible Value... Even Better Performance

SAILING the first Jeanneau 53 to land in North America was a treat to say the least; to share the day with my colleague David McPhail from Boatcan made for a wonderful time. Invited by Paul Fenn (also on board) and the Jeanneau team, we were treated to perfect test sail conditions on Lake St. Clair, close enough to the Canadian border to guarantee Canadian content. Our test conditions were perfect: slight chop, moderate building and waning breezes nearing 6 knots true that drove the 46-foot waterline through the water at an impressive 5.4 knots. Steering the boat was a joy with the twin steering set up, finger-tip control and light responsive helm.

The Jeanneau 53 is a natural evolution of the 54DS. That's hard to do considering the 54DS sold 400+ boats worldwide. Jeanneau has, in fact, set off a new division to focus on sailboats 50' and over.

The new moves Jeanneau is making and the new processes being implement-

ed are yielding a higher quality product at a much lower price. Levering economies of scale across models, lower design costs with the reliance on CATIA design software and lower material costs, a base Jeanneau 53 comes in just shy of \$357,000 US (landed in Baltimore, Maryland).

If we were to spec the boat, all we would add is a 60 amp battery charger, extra 12v house batteries, LED navigation lights, and a bow thruster. After year one, there is no doubt we would opt for an asymmetrical spinnaker as well. What more do you really need?

On the building front the hull is a hand laid up fibreglass in a two-part opening mould, allowing for the recessed cove striping and hull port recesses. For osmosis protection, Jeanneau relies on two outer layers of a vinylester barrier while the hull's strength is based on a 3rd generation counter-moulded structural grid that is glued and laminated. This

structural grid is also designed to minimize weight as evidenced by the numerous cutouts in its framework on throughhulls etc., which does not in any way compromise the strength.

Fred Smith, Jeanneau's local Detroit dealer, and an affable, knowledgeable and capable sailor may have sold me on an inmast furling set up. He challenged me to release my racing mindset in order to better appreciate that these boats are equipped for major bluewater cruising

SPECIFICATIONS

LOA	52' 8"/16.06 m
LWL	45' 9"/13.96m
Beam	15' 7"/4.77 m
Standard Keel Draft	7' 5"/2.28 m
Displacement	32,926 lbs./14,935 kg
Standard Sail Area	1420 sq. ft./132m ²
Fuel Capacity	63 US gal./240 l
Water Capacity	251 US gal./950 l
Power	Yanmar 4JH4-HTE 110HP
Architects/Designers	Philippe Briand



The salon boasts comfortable 6-person seating to starboard with a view of the sea. It includes a large table with two removable, aluminum legs and central bottle storage. The entertainment center offers DVD/CD/MP3 player with AUX input, 2 Bose surround sound speakers and 2 waterproof cockpit speakers.

(where bucking the wind for hours might not always be on the dance card and where long reaches best meet the market demand). He demonstrated that by merely mirroring the way you would trim the jib for reaching by matching the same shape on the mainsail's foot (through outhaul trim) provided a very solid setup. He was right; the boat flew on our first test reaches as my colleague from Cruising World Magazine and I sat dumfounded. (Here is the basis for a future article we both thought.)

I steered for a good twenty minutes and the boat responded and tracked beautifully. The access to controls were perfect and the optional electric winches made sailing this boat effortless. Jeanneau has done an amazing job forecasting the trends; the 53 will definitely stand the test of time well. This boat will be as popular if not more so than the 54DS.

The 53 is an elegant boat. The Jeanneau team under Vittorio Garroni and Phillipe Briand has established a new benchmark in the industry. Its sailing characteristics are amazing, its live aboard space decadent and the value quotient to say the least unbelievable. The neat touches include a wonderful sliding hatch with a neat cockpit floor flip-up that contains the control lines and cleans up the cockpit, a huge cockpit (in fact, that is



The ensuite head that offers day access from the salon offers cabinet with stainless steel washbasin and solid surface countertop. An opening coachroof port provides light and ventilation.

The Greatest Race on the Lakes

Race

www.lo300.org
 For more information, call
 Ian McAllister (800) 479-6603 ext. 656
 or e-mail: info@LO300.org

Race Date
July 17

FOGH MARINE

For all your boating needs

Fully Stocked Chandlery & Online Store

901 Oxford St.
 Toronto, Ontario M8Z 5T1
info@foghmarine.com
 416-251-0384
 1-800-342-FOGH (3644)
www.foghmarine.com



Navigating Insurance

Launching with Protection

You saw that boat for sale in the marina – and you just had to have it. Now what?

Do you have to wait to insure it before launching it in the water? Do you hold off on starting to enjoy it? But what if something happens to it? Are you covered?

Unlike many insurance companies, Chubb Insurance's Watercraft Policy allows existing watercraft customers automatic coverage for their newly acquired boat for up to 30 days. You don't have to do anything; your boat is covered for liability on your existing policy and for its verifiable purchase price or actual cash value, whichever is less. There is no size limitation and you have up to 30 days to report the purchase.

"Chubb understands the excitement and spontaneity that often comes with a new boat purchase," says Tanya Eyrum, Assistant Vice President of Chubb. "We want to make sure our existing watercraft clients have flexibility by providing automatic coverage for their newly purchased boat as soon as they buy it."

More than just the boat is covered by Chubb's Watercraft policy. So are its sails, machinery, furniture, trailers and tenders carried on-board. Up to \$25,000 of on-board personal effects coverage with no deductible is also extended including clothing, sports equipment, computer hardware kept exclusively on-board, and other personal property. This comprehensive protection also applies to on-board personal effects of your guests and crew.

Look for marine insurance that helps you enjoy yourself as soon as you are ready to launch.

"It is all about giving our clients hassle-free coverage" notes Eyrum, "and peace of mind for their boating experience."

Chubb invites boaters to visit www.yacht.controltheoutcome.ca to view a 25-item list of questions to evaluate their policies.



www.yacht.controltheoutcome.ca

The precise coverage offered is subject to the terms, conditions and exclusions of the policy as issued.

JEANNEAU 53



The large L-shaped galley to port boasts double stainless-steel sinks with covers, a chrome mixer tap with spray nozzle, soft-close, fully-extending drawers with sliders, and sliding waste bins with multiple compartments for recycling.

bigger than the Jeanneau 57), windlass controls at the helm, an expansive teak deck and the bright open interior brought forward through a perfect array and integration of deck hatches and port-holes. The 3-part cockpit is perfect for dining, entertaining and, of course, sailing. The unique dedicated life raft compartment allows deployment without leaving the cockpit.

Below decks the wood (or furniture as the trade seems to be calling it these days) is well crafted and beautifully offset with the use of both leather and stainless throughout. The flexibility of choice in configurations makes it very appealing as

OTHER JEANNEAU MODELS

■ 57

CANADIAN DEALERS

Fraser Yacht sales

www.fraseryachtsales.com

Navy Point Marine

www.navypointmarine.com

well; one can choose a two stateroom version, or opt for twin forward guest cabins, or even choose a five-cabin layout with its lateral guest cabin.

It is hard not to get excited by this boat's luxury, ease of handling and performance at a price point that's going to become the new norm. ➔



The cabin includes a double berth with high density foam mattress, a neat optional office or vanity area with leatherette desktop, storage area with light, movable seat, a large hanging locker with louvered doors and shelves and opening deck hatches.



"I would sooner sail into uncharted waters than sail without the right insurance. My broker knows my lifestyle means I don't want to take unnecessary risks." Boat ownership requires preparation to enjoy the benefits.

Take our 25 point web challenge to make sure you have the right coverage for your vessel and your needs.

Asking the right questions, charts your course to the right kind of coverage for your vessel.

Chubb Insurance leads the industry in coverage of watercraft, and makes the effort to better understand the unique risks you face. That brings you back in control.

www.yacht.controltheoutcome.ca

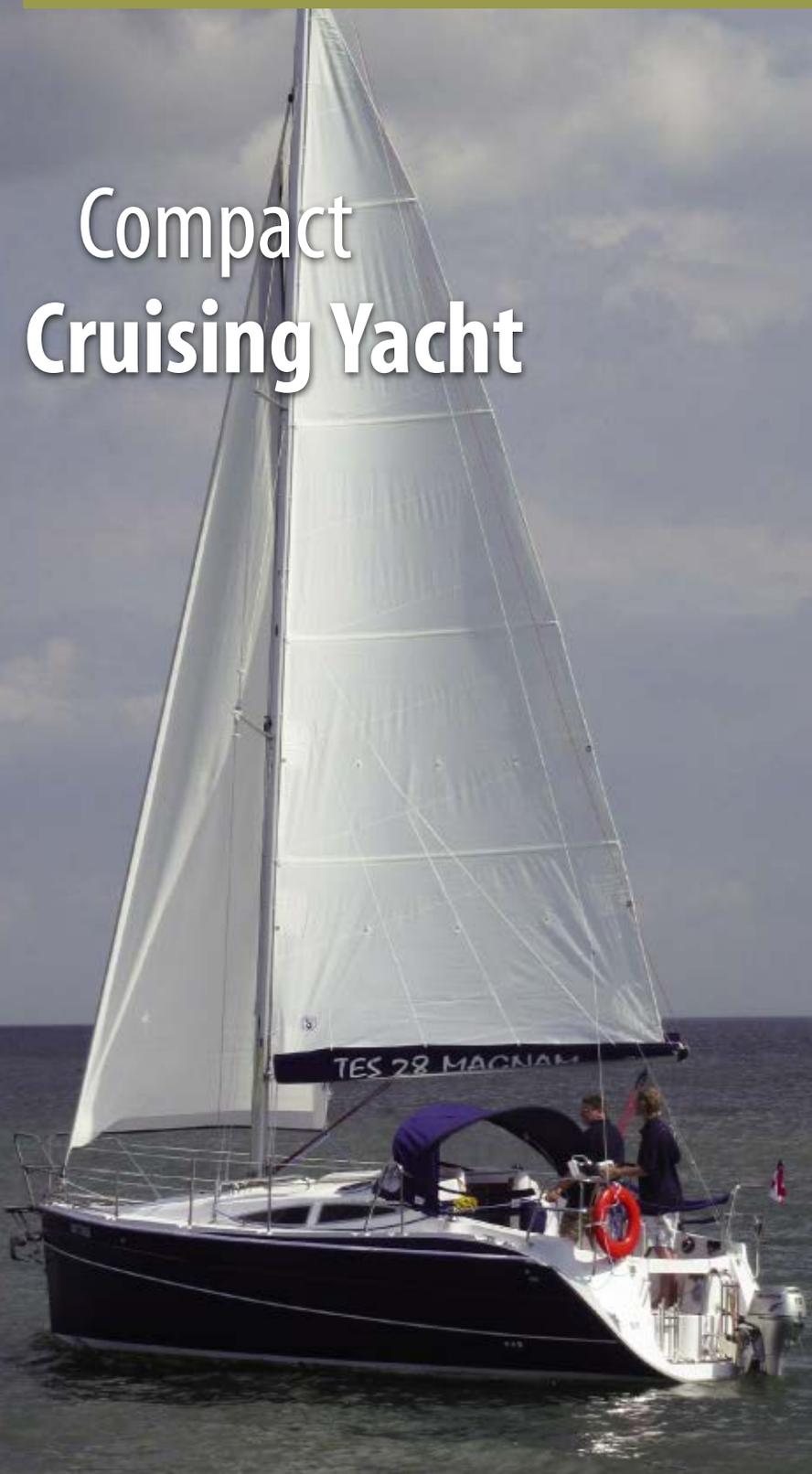
Chubb Insurance refers to Chubb Insurance Company of Canada.
The precise coverage offered is subject to the terms, conditions and exclusions of the policy as issued.

CONTROL
the
OUTCOME



TES 28 Magnam

Compact Cruising Yacht



RECOGNIZING this growing niche, I have reviewed a few of these trailerable boats. It's funny how a traditional sailor like me can get seduced by the practicality and simplicity of these boats. This trailerable compact cruising yacht offers a neat option for those who want the flexibility to be able to cruise in many places and explore spots where traditional boaters may not be able to. While our friends in cottage country might not want to hear this, a TES Magnam 28 opens up this area to more sailing adventure than ever before. My recent trip to New York from Bellville through the Erie (barge) Canal could easily be done in this boat with the simple mast system that drops the spar effortlessly.

The Polish Yacht builder Tomasz Siwik is the principal designer and owner of the TES Yachts firm that was established in 1980; the tenure and reputation are there. TES Yachts Canada is being run by Mark Janczarski and the line is represented by North Lakes Yachting in Port Credit.

Above decks, the flat open deck is easy to move around on especially with the double lifelines provided. All lines are led

SPECIFICATIONS

LOA	28'/8.68m
LWL	26'-0"/7.95m
Beam	9'-11"/2.98m
Head Room	6'-1"/1.87m
Weight/Displacement *	6,400lbs./2,900kg *
Sail Area	380 sq. ft./34.5m ²
Fresh water/holding tank	16 gal./60 l

* Removable Ballast Optional



The TES 28 has a small, but functional galley including a stove.

to the cockpit for single-handed sailing. Forward, there is a unique functional bow pulpit with a seat to enjoy the forward view while sailing or at anchor. The mast system for lowering and raising the spar is simple ensuring minimal side swing and safe deployment.

The solid ballast system in the lower hull provides adequate stability and functionality making the boat stiff and comfortable. This provides a shallow draft of

12-16 inches for the swing centerboard versions of the TES 28. By the way, full keel versions are available and are no doubt as easily trailerable as an Etchells,

however this option will limit potential water access points.

The kick-up rudder with easy access and effortless up and down control lines makes beaching the TES a snap.

First impressions when I saw the boat was quality. The price point is more than reasonable and the offering substantial. This boat comes across to us as a much bigger than its 28-foot moniker might suggest. Below decks, there is ample head room (6 feet) and space for four adults easily. Believe it or not, there is a head with shower, full galley with stove and a roomy and comfortable feeling. Let's be clear; this is not a 40' offshore cruiser, but it's got many of the features one might expect there. The twin berth forward and



Even on this 28-footer, there is a head with shower.



STANDARD HORIZON

NOTHING TAKES TO WATER LIKE STANDARD HORIZON



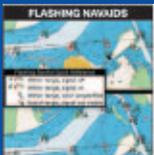
STANDARD HORIZON GPS CHARTPLOTTERS

With brilliant Hi Res sunlight viewable displays, 50 channel WAAS GPS antennas, AIS & radar connectivity, Fishfinder capability, C-Map MAX compatibility and much more... Standard Horizon GPS Chartplotters can do it all!

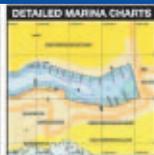



CHOOSE THE PLOTTER FOR ITS CHARTS!

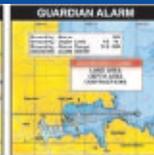
FLASHING HAWAIDS



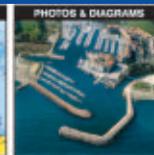
DETAILED MARINA CHARTS



GUARDIAN ALARM



PHOTOS & DIAGRAMS



TIDES & CURRENTS



 In Partnership with your Independent Marine Dealer. Find our Partners at www.paynesmarine.com

TES 28 MAGNAM



The salon will easily accommodate four people.



One of the neatest features is the easy-to-use lifting swim platform that folds up to close the back of the cockpit.

another aft boast space that will surprise you. The teak and holly floors are also a nice touch. Solid, well hung cabinetry and tons of storage are evident everywhere.

The cockpit is most safe and deep and the steering can either be a wheel or tiller. One of the neatest features is the easy-to-use lifting swim platform that folds up to close the back of the cockpit.

The outboard Honda engine is more than enough to push this boat alone, though I would possibly consider an even smaller engine in horsepower and profile.

All in all, if I wanted to explore easily, travel more than most in coast and in lake cruises, or get out and sail hard, we recommend this boat as a great way to do it. Trailing offers the choice to explore many places not typically accessible on such a functional liveaboard boat. 🐾

ACCESS GRANTED!





LEWMAR®

Conventional wheels significantly restrict your cockpit space, but the Lewmar Folding Wheel breaks down that barrier. Ideal for a wide range of yachts, including those with twin-wheeled layout

 In Partnership with your Independent Marine Dealer. Find our Partners at www.paynesmarine.com

OTHER TES MODELS

- TES Master (20 feet) ■ TES 678BT (24feet)
 - TES Dreamer (32 feet)
- www.tesyachteurope.com

CANADIAN DEALERS

North Lakes Yachting
www.northlakesyachting.com

TES Yachts Canada
www.tes-yacht.ca



Designed to the max

New 545 > 320 350 New375 400 430 470 630e

www.hanse-yachts.com

Why blend in when you can be your unique self, comfortably, aboard a Hanse

- ⚓ Ground breaking interior design
- ⚓ Self-tacking jib engineered into the HanseYachts design
- ⚓ Multiple layout options (Individual Cabin Concept)
- ⚓ Epoxy hulls (option up to 54 ft)
- ⚓ Modern, award winning performance cruisers
- ⚓ Safe, comfortable, fast & easy to sail

Hanse Yachts www.hanse-yachts.com

TORONTO Pat Sturgeon Yachts in association with

Hans Fogh Yachts www.patsturgeonyachts.com

VANCOUVER Freedom Marine Inc. www.boatingfreedom.com

Hanse 

A BRAND OF THE HANSEGROUP



Hallmarks of Quality

Sea Ray's Woodworking Shop, Merritt Island FLA

The magnificent book-matched grain of the wood used in all the Sea Ray Sport Yachts is absolutely a hallmark of quality.

WHILE ATTENDING the Miami International Boat Show last February, Rob Noyes, VP of Marketing for Sea Ray Boats made special arrangements for me to tour their new woodworking facility at Merritt Island near Orlando.

I'm a lifelong antique boat fan and refinished my own mahogany runabout a few years ago, so the chance to see the latest, state-of-the-art woodworking facility was an invitation I could not refuse.

I know Sea Ray yachts well and appreciate how much custom cabinetry goes into even the smaller models. I had visions of men with stacks of cherry wood, teak and mahogany nearby, working at modern tables, carefully fitting pieces together and shipping the finished cabinets, trim and doors to the plants where the boat were being fibreglassed.

Plainly, things have changed!

I met Jim Anderson at the plant office and he set me up with safety glasses and equipment so I could enter the plant. No scent of wood greeted me; no clouds of

sanding dust covered the floor – or anything else for that matter!

This was the brightest, cleanest and most dust-free plant I had ever been in! The facility is all about perfection and for that, you need the most precise tolerances and most perfect finish. If you think about it, any part that does not fit



Sea Ray's sprawling facility at Merritt Island, Florida includes their new state-of-the-art woodworking facility.

tight and rock solid, will "work" with the stresses and impacts of waves and winds.

Anything that "works" or moves will eventually work loose. If you think about it, any place on the wood that does not have a thick, protective finish risks water

intrusion that can cause spreading degradation of the finish. The more precise the construction and the better the finish, the stronger and more lasting the cabinetry will be. For furniture, life on a boat is a lot different from life in your dining room!

Not fully realizing how far out of date my thinking was, Jim Anderson first explained to me that it all starts with the best possible panels. I quickly learned that while solid wood sounds good for your home, an engineered panel of extremely precise tolerances was best in a marine application. Many layers of thin veneers bonded with waterproof glues are strong, resilient and yet will not move with the extreme changes in heat and humidity that all boats experience.

Sea Ray's Sport Yachts currently use a cherry wood veneer for their interiors. (To learn more about why cherry wood and what level of precision is needed, see

HENRI LLOYD VENTURA
JACKET WITH OPTIVISION
HOOD SYSTEM \$239.95



HENRI LLOYD

HENRI LLOYD OCEAN EXPLORER
GORE-TEX JACKET \$599



THE YACHTSMAN'S EQUIVALENT OF THE VICTORIA'S SECRET CATALOGUE.

Feel free to skip to the see-through bits.

No one appreciates the marriage of form and function like The Binnacle Boys. Take for instance Henri Lloyd's Ocean Explorer Gore-Tex Jacket with Opti Vision see-through hood, providing excellent vision in racing and cruising situations – on, and off the catwalk. And let's not overlook the perky Ventura jacket – built for comfort and speed under the most gruelling conditions.

What you wear under it is up to you.

binnacle.com is Canada's largest online marine chandlery – a virtual D-cup of perfection from electronics to navigation.

As always you'll get complete discretion and free shipping on most orders over \$99. How's that for uplifting.



HENRI LLOYD OCEAN EXPLORER
GORE-TEX JACKET IN RED \$599

The **BINNACLE**
binnacle.com

1.800.665.6464 15 PURCELL'S COVE ROAD HALIFAX, NOVA SCOTIA

the sidebar about Greenline Plywood Products). These come to Sea Ray's Merritt Island woodworking plant as 4' x 8' panels supplied by Greenline Plywood Products with facilities in the Greater Toronto Area and Beaufort, South Carolina. We shared a laugh that I had traveled from Toronto to Florida to see wood from Toronto!

Greenline actually makes the panels to Sea Ray's specific tolerances. They use a Russian birch core. The birch can be farmed in a sustainable way and Jim Anderson explained that this wood is a high-end product that stays stable, holds screws well and stays flat. The weight of these panels is somewhat less important than their structural properties.

At Greenline, the panels are measured for precise thickness and tolerances and then, within hours of being checked and measured, American cherry wood veneer faces in book-matched grains are applied



In one of the many preliminary steps to preparing a panel for cutting and final finishing, this enormous automated sanding machine gives the perfect surface for finishing.

in presses. They use different thicknesses of veneers for different applications within the yachts. They have both one-sided and two-sided sheets as well as sheets in both short and long grain.

Jim took me through the process, one step at a time. The freshly unwrapped

Greenline Plywood Products

Canadian Yachting traveled to Greenline Forest Products at their Toronto area facility and we interviewed Randy Mikals, President of the Greenline operation. He told us, "We supply many boat companies and Sea Ray is extremely demanding – their quality is second to none. The specs for their cherry wood veneer is in an extremely tight range."

Randy continued, "We start with the highest quality multi-ply marine core that is available – up to 15 plies in some pieces.

We travel the world for our woods and I know of no better quality." Randy went on to talk about how the cherry wood veneer is sourced from the Allegheny Mountain Range, from managed forests. The cherry wood is an excellent choice for marine use and gives a warm but lighter environment than mahogany or some other woods. He also explained how the cores are veneered only hours after careful calibration and measurement to ensure the precision Sea Ray requires.

It turns out that for the roll coat line at Merritt Island could not achieve the results they do without those tolerances. And, they do measure the gloss with a special tool that rates flatness. The process is called "wave sine" – Sea Ray requires a minimum reading of 10 [but they typically run 3 to 5] which indicates the panel flatness. Many good competitors use a 15 to 22 wave sine.

Elegantly finished wood is the trend for high-end boats. The buyer demands real wood and the days of Formica or phony finishes are gone.



My guide for the day was Sea Ray's Jim Anderson, who is leaning over to lift the protective cardboard coating on a shipment of panels from Greenline Forest Products.

panel is checked and then up to 30 sheets at a time can go into the enormous computer-driven router to be processed simultaneously one sheet after another. Vacuum holds the panels down to keep them very flat and the panels are cut with repeatable precision in the thousandths of an inch. Then, they mark each piece

for edge banding and each one gets a process code label to identify the part. It travels along from there.

Cardboard is used to protect the cherry wood from darkening during handling due to ambient light exposure. The marks for banding are applied using chalk that sands and vacuums off easily.

They first band the inside openings by hand and then use a special machine and very experienced operator to band straight

and contour edges. The adhesive is a hot melt glue applied at a very high temperature. This banding process is required due to the high temperatures these parts experience through the ultraviolet finisher.

The panels then go to "white wood" sanding. Some panels are built with the veneer grain running lengthwise while other parts need it as cross grain.

After computer routing and sanding, the panel is ready to enter the roll coating line. I was right at home here because it looks very much like a huge printing press with many stations, only it handles wood sheets instead of paper.

The panel is carefully fed into the roll coating line and like a printing press that applies many colours, this goes through many steps, starting by preparing the panel to receive a special type of stain to colour the wood, filler to fill the wood grain, then the second step applies sealers that protect the wood and prepare it for the topcoat.

In one pass, the panel can be finished in a semi-gloss while a second pass is needed to apply a high gloss. Within this huge and very expensive machine, rollers apply stain and brush it into the grain before the topcoat goes on. Sea Ray is very particular about the stain colour and

touch_{of} genius



Scrolling, panning, function selection and every-day navigation essentials are literally at your finger tips. Use the slick touch screen for quickness and ease in calm conditions or revert to hard keys when the rain starts pouring and the going gets rough.

E Series Wide – enjoy the best of both worlds.



Esterline
CMC Electronics

BRITISH COLUMBIA
Phone (604) 435-1455
ONTARIO
Phone (905) 607-4262
QUEBEC
Phone (514) 748-3148 ex 4800
NOVA SCOTIA
(902) 468-8480
NEWFOUNDLAND
Phone (709) 726-2422

Raymarine[®]
...world leaders in marine electronics.

Join Us for Ontario Sailing's First Annual Golf Classic



Celebrating 40 Years of
Ontario Sailing in Support of
The Hans Fogh Fund

Wednesday September 15, 2010
Piper's Heath Golf Course
Milton, Ontario

Players Fees: Foursome \$800, Single \$200
Fee Includes: 18 Holes of Golf, Registration Bag,
Cart, BBQ Lunch, Buffet Dinner



About Ontario Sailing

Ontario Sailing is a not-for-profit, volunteer organization committed to the promotion and development of all aspects of boating and sailing from grassroots up to Olympians and off shore adventurers. Founded in 1970, it is an association of over 200 organizations and 100,000 individual members.

The Hans Fogh Fund

The Hans Fogh Fund was created in December of 2009 (as a fund in the Ontario Sailing Endowment) to help continue the growth of high performance programming in Ontario.

For More Information re: Registration and/or Sponsorship Opportunities
Kathy Chamoun Tel: 1-888-672-7245 X 227
E: programs@ontariosailing.ca

Win A Harley Davidson Motorcycle!

If you get a Hole In One, you could win the Harley!



TITLE SPONSOR



PRESENTED BY



OFFICIAL MEDIA SPONSOR



SEA RAY WOOD SHOP



These panels are beginning their second pass through the roll coating machine. You can already see the high-gloss and almost perfect surface.



This craftsman is measuring the "flatness" of the finish on a completed panel. See Ray specifies an exceptionally smooth and high gloss finish for their yacht interiors.



Even with the brightly lit and nearly dust free facility, the occasional particle will land in the surface creating an imperfection. Here are craftsman buffs out a speck of dust.



These kits already have their protective coating applied and their parts code stickers in place prior to shipping to a Sea Ray assembly plant.

Greenline has to supply exactly the right grain textures through their book-matching process to enable Sea Ray to reach the quality level they specify.

Perhaps the most amazing part of the process is that as well as heat, ultraviolet light is used to catalyze the finish. Ultraviolet initiates the photo activator in the stain and the coating ends up very glossy and flat as well as thick and very resilient, all in a matter of minutes! Ultraviolet inhibitors in the finish also protect it from the sun in years to come.

For the highest gloss, the panel makes another pass through a different coating process that also adds a fine mist spray.

Both electronic inspection tools and the craftsman's experienced eye are needed to spot any dust particles or imperfections that may have hit the finish. These are buffed out to perfection before the panel can continue.

Completed parts and sheets get a peel-coat for protection before shipping to the plant. Finally, the finished panels and parts go to the factory wood shop for installation. Yachts receive finished parts that are assembly into cabinets and sport yachts receive 4'x 8' sheets that are cut, banded and assembled on the same assembly line as the new Sea Ray yacht, minimizing handling and the risk of damage.

The cabinets are all made at the Sea Ray assembly plants from the precision parts created at Merritt Island. I never actually saw a finished cabinet!

But, that doesn't affect the pride that Jim Anderson and the other craftsmen (and women) take from their work at Merritt Island. Their cabinet materials are a critically important hallmark of Sea Ray quality...but don't take their word for it, read the sidebar. 🖱️



SailTime

Your Boat Is Ready When You Are

Membership sailing in the Greater Toronto Area is here now. SailTime – the global leader in fractional boating offers what boating enthusiasts desire most – more time on the water. As a SailTime member, you can access and book your schedule in real-time online. With three convenient GTA locations to choose from, you can get to your boat quickly and embark within a few minutes of arrival.

For sailors, power boaters, first-timers and life-timers, SailTime is ready to go. All that is missing is you.



3 GTA Locations

- Toronto
- Port Credit
- Oakville



SailTime Fleet

- Hunter 33
- Hunter 36
- Cruisers Yachts 36

SailTime is the proud provider of the

CANADIAN
Yachting's

Special Events Boat for 2010!

SAILTIME GTA PRE SEASON SPECIAL

Sign up before April 15, 2010 and receive up to \$500 in boating gear from the SailTime Company Store and Mason's Chandlery.



NEW FOR 2010

Ask us about SailTime power & sailboat training aboard large, fully equipped boats.

Call: 1.877.SAILTIME
(1.877.724.5846)



SailTime

your boat is ready when you are

www.sailtime.com

Bouride à la Provençal

One-Pot Gourmet Fare

By Galley Guys Greg Nicoll, Andy Adams and John Armstrong



IT HAS LONG BEEN the goal of the Galley Guys to eat well and drink elegantly while onboard. Our recipe this issue is “Bouride à la Provençal” prepared for us with style by Dwayne Kearney, Sous Chef at the Port Credit Yacht Club.

Bouride à la Provençal is a Provençal fish stew consisting of, grouper, salmon, shrimps, scallops and mussels cooked in a fennel and saffron broth, garnished by a roasted red pepper aioli, spread on a crostini. It is both hearty and filled with interesting and distinct flavours that all come together beautifully in a single bowl.

We turned to Joseph Akl for a wine

recommendation and he suggested that to be fancy and to enjoy this Provençal fish stew, a Brut Sparkling wine would work well. The new wine list at Port Credit Yacht Club includes Telepas – Amalia Brut, a champagne method sparkling white wine from Greece. As Joseph Akl pointed out, this brut style wine offers high acidity with aggressive bubbles and flavours of apple, wildflower honey and snap peas. The flavours seemed to balance beautifully with the flavours in this dish. (An oaked chardonnay might also be good with this tomato-based recipe.)

The Galley Guys also understand

that not everyone has a spacious and fully equipped galley like the Cruisers aft cabin motor yacht that we had at our disposal, so we selected the Bouride à la Provençal because it can be largely prepared ahead. With a bit of pre-planning, this dish can quickly become a one-pot meal.

For the space-challenged galley (about 99% of all pleasure yachts), we learned how to conserve space by using the Magma Stainless Steel Nesting Cookware set. This is produced by the same people who make the Magma BBQs; it is an 18-10 stainless steel cookware set that nests together for storage, needing less than



The chef begins by neatly laying out and chopping vegetables.

1/2 cubic foot of cabinet space.

We chose the version with the DuPont Teflon Select Non-Stick coating; the main benefit onboard is the simple clean-up. The set includes three sauce pans, a lid that fits all three, a 5 qt. stock pot, a 9-1/2 inch diameter sauté pan, a lid that fits the stock pot and the sauté pan, 2 removable handles and finally, a convenient "Bungee" storage cord to keep it all together.

Sous Chef Dwayne Kearney, who is accustomed to professional restaurant quality equipment, commented that the Magma Nesting Cookware had heavy bottoms and a feeling of high quality. When we were finished making the Bouride à la Provençal, the pots just rinsed out and wiped clean; exactly what you want on the boat.

While he was chopping the vegetables, Chef Kearney explained that what makes this recipe so flavourful and interesting – as well as fast to prepare – is that it relies on a large quantity of fish stock as the base.

Homemade stock is something of a lost art in today's fast-paced world but it is the stock that sets this meal apart. Once



With the 3-quart Magma non-stick pot on medium-high, we sauté the vegetables until translucent.

sextant |'seksənt|

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



Looking for higher portfolio performance?

"Private investors can now get direct access to investment opportunities in Canadian based companies that offer higher yield potential."

- Private Placements
- Syndications
- Limited Partnerships
- Investment Trusts

This is your opportunity to participate in the success of some of the most attractive growth companies in the market.

For more information on our investment opportunities, please contact Elena Tchemissova at (416) 850-1564. References are available.



Harris Brown & Partners Limited
20 Bay St., 11th Floor
Toronto, Ontario
Canada, M5J 2N8

Tel (416) 850-1564
Fax (866) 298-0088
www.harrisbrown.ca

Galley Guys



The chef adds a pinch of saffron for both colour and flavour.



It doesn't take long to chop up the fish and shellfish into bite-size pieces.



We season to taste. While I prefer less salt, many people like a fair bit.



After first buttering the crostini and lightly crisping them in another pot, we spread the Roasted Red Pepper Aoli.

the stock is made, all the ingredients go into one big pot; quite suitable for a very small galley, especially one with just a single-burner stove.

The fish stock, (or shrimp stock that we used this time) will keep 3 or 4 days refrigerated and up to 3 months frozen.

He starts with the shells from shrimp used for another recipe. To this he adds a quantity of water and cooks down a selection of vegetables; onion, celery, fennel, coriander seed, bay leaf, parsnip, tomato paste and some tomato puree. As they say in France, the stock is the "fond" or the base for future meals.

With the shrimp stock standing by, Chef Kearney started by sautéing a selection of vegetables including fennel – an ingredient that apparently goes well fish.

Once those vegetables reached translucency, he added the shrimp stock and simmered for 20 minutes while he

Perfect fit

North **G-Series Gennakers™** are so easy-to-handle, they practically sail themselves. Available in three distinct models, they'll fit your boat and cruising style perfectly. Add a North Snuffer Plus™ and raising or dousing is a breeze. Call your North Sails representative today... *it's the fastest way to take your cruising to a higher level.* To learn more about G-Series Gennakers, visit www.northsails.com/GSeries.aspx



G3
ALL-PURPOSE
REACHER



G2
ALL-PURPOSE
RUNNER



G-O
REACHER

* Call your nearest North representative for a FREE Gennaker Handling CD.



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

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

Better by Design

Toronto 416-259-9644
Nova Scotia 902-634-3343
Vancouver 604-271-2111
www.northsails.com

Onne van der Wal photo

G-Series

Bouride à la Provençal with Aioli

2 Litres Fish (or Shrimp) Stock

1 Fennel

1 Celery

1 Red Pepper

1 Cooking Onion

1 Tbsp. Garlic Chopped

A Pinch of Saffron

1 Tomato

15 Mussels

3 Fillets Grouper

3 Fillets Salmon

12 Scallops

12 Shrimp

Crostini

Roasted Red Pepper Aioli (see recipe below)

Optional – Finely chop jalapeno peppers and add to the ingredients during the simmering for noticeable “heat” if desired.

Julienne fennel, red pepper, onion, thinly slice celery and sweat until translucent. Add the stock and simmer for 30 minutes.

Add the shellfish and fish accordingly (mussels will take longer than salmon).

Season to taste. The Bouride à la Provençal should have the consistency of a light soup just like a bouillabaisse only lighter.

Roasted Red Pepper Aioli

1 Roasted Red Pepper

1 Cup Mayonnaise

Salt and Pepper

A Pinch of Chili Flakes

Puree thoroughly in blender. Serve on toasted crostini as a garnish.



The chef stirs pot occasionally as the meal simmers for 30 minutes; fish and shellfish are poached at the end.

prepared the fish (and shell fish) we had chosen. You can use many different varieties of firm-fleshed fish. Just start with the most firm meat and work your way through so as not to break up the more delicate varieties.

In addition to being a potentially one-pot meal of gourmet quality, you can



The chef carefully ladles the Bouride à la Provençal into the bowls to garnish and present.



The Magma nesting cookware set has convenient removable handles that facilitate both storage and safety onboard.



Andy, Greg and Dwayne enjoying the seafood one-pot feast!

serve this dish in a bowl, saving further on dishwashing later.

If you are out onboard your boat in the Great Lakes, Pacific or Atlantic coast or even in Georgian Bay, this recipe will quickly remind you that you should have brought your own fishing rod!

In fact, you could use lobster for an even more rich and flavourful variation. The fish stock can keep nicely in your freezer and a bottle of bubbly and some entertaining conversation will make the evening complete. We hope you will try this recipe yourself and by all means – let us know what you think! 🙌

PRACTICAL HAS MANY MEANINGS



LIGHT-COMPACT-EASY TO USE-EASY TO CARRY GREAT ON FUEL-FOUR STROKE TECHNOLOGY
THE NEW DF9.9



Way of Life!

Specifications, product features and colours are subject to change without notice. Read your owners manual carefully and always make responsible boating your #1 priority on the water. Respect the environment and always ensure everyone on your boat wear an approved personal flotation device. See your participating Authorized Suzuki Marine dealer for details on the complete Suzuki line up of four stroke outboard engines. Suzuki. Way of Life.

Emerging Risks

Boating and the Environment

RSA INSURANCE and the World Wildlife Fund report on emerging risks as a result of environmental change. The disaster unfolding in the Gulf of Mexico has made abundantly clear the increasing environmental risks to our shoreline. While, as recreational boaters we are directly effected by these risks, the issues are wide ranging, extremely complicated and of importance to everyone no matter where they live, since we will all be affected. Offshore drilling is just one challenge

that will have to be faced along with increased shipping and aquaculture, and of course rising sea levels.

On June 8, World Oceans Day, RSA Insurance in partnership with the World Wildlife Fund (WWF) released a global report on the marine risks that are emerging as a result of environmental change. Recognizing that the challenges to the marine environment will only increase in the coming years, this report is designed to focus on specific areas of

concern. Titled *Insurance and the Marine Environment – Emerging Risks Briefing* the report is divided into sections of specific concern. We'll give a quick overview with particular attention as to how some of these issues may affect recreational boating.

AQUACULTURE

According to the report aquaculture produces 50% of the world's seafood with another 40,000 tonnes per year from all

Ask the Experts...

“Why should I choose Interlux bottom paints?”



Brad Schmidt
Technical Sales Representative

- Un-rivalled technical service support
- Superior chemistry and un-matched performance
- Complete line of paint systems and options to suit your needs
- We help you gain greater efficiencies on the water

Interlux - with over 100 years of leading product development, we're proud to support boating in Canada & beyond

To find out what is your perfect paint option, contact us today!



Interlux®, the AkzoNobel logo and other products mentioned are registered trademarks of, or licensed to, AkzoNobel. © Akzo Nobel N.V. 2010

Find more answers at yachtpaint.com



ENVIRONMENT

input and cooperation of local communities as well as government and industry.

SHIPPING

According to the RSA report, some 50,000 vessels are responsible for carrying 90% of the world's trade. With 90%

of non-bulk cargo carried in containers, a statistic that should cause concern for cruising sailors is the annual loss overboard of an estimated 10,000 of these containers! While the recession has reduced shipping volume and the number of ships, it has also put pressure on



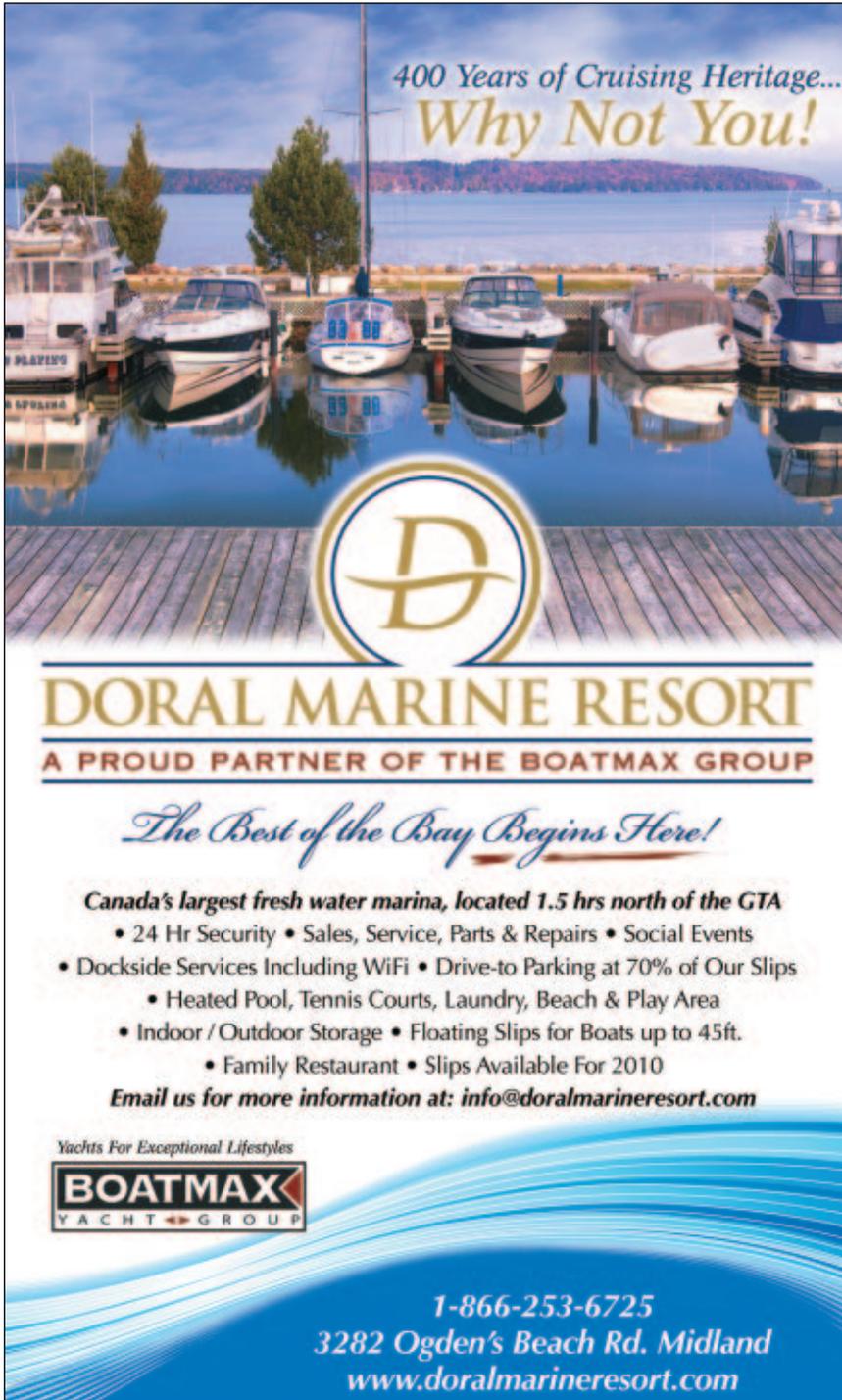
Husky's Sea Rose FPSO operating in the White Rose field located 350 km east of Newfoundland.

Courtesy of www.offshore-technology.com

shippers to reduce costs. Slower speeds have a positive impact but in some cases, reduced crew numbers can have dangerous consequences.

OFFSHORE DRILLING

The Deep Horizon oil leak now causing havoc in the US Gulf Coast states has focused attention on the risks associated with offshore drilling. As an insurer RSA has a vested interest in how to mitigate the risks and this puts them on the same side as environmental groups such as the WWF. Although a complete ban would alleviate the risk it would also be impractical as long as the demand for oil remains high. To more fully understand the risks involved RSA and the WWF use Geographic Information Systems (GIS). This allows for mapping the extent of potential damage. In the Emerging Risks brief a sample map shows the potential area of impact from an oil spill off the west coast of Scotland. The map shows areas most at risk such as fish farms, marine conservation areas and ports. RSA's Rob Osment, Technical Manager, Geographic Risks Assessment Unit, says "By working with WWF we can map where commercial activity and environmentally sensitive areas overlap. This allows us to work together in making commercial activity sustainable. Together we will map risks in the Canadian coastline, Barent's Sea and Baltic Sea over the



400 Years of Cruising Heritage...
Why Not You!

DORAL MARINE RESORT
A PROUD PARTNER OF THE BOATMAX GROUP

The Best of the Bay Begins Here!

Canada's largest fresh water marina, located 1.5 hrs north of the GTA

- 24 Hr Security • Sales, Service, Parts & Repairs • Social Events
- Dockside Services Including WiFi • Drive-to Parking at 70% of Our Slips
 - Heated Pool, Tennis Courts, Laundry, Beach & Play Area
 - Indoor / Outdoor Storage • Floating Slips for Boats up to 45ft.
 - Family Restaurant • Slips Available For 2010

Email us for more information at: info@doralmarineresort.com

Yachts For Exceptional Lifestyles

BOATMAX
YACHT GROUP

1-866-253-6725
3282 Ogden's Beach Rd. Midland
www.doralmarineresort.com



Minas Basin operates two hydro generation facilities to supply electricity to the paperboard mills.

Courtesy of www.minas.ns.ca

next three years trying to achieve these goals." If the true risks are known then the proper measures can be taken. It appears that in the case of the Deep Horizon the extent of the risk was not fully understood or planned for.

WET RENEWABLES

With renewable energy on every government's agenda the report reviews the current situation with regards to marine based tidal and wave power, or "wet renewable energy". The UK is currently pushing ahead with a number of projects for both tidal and wave power and could get as much as 10-15% of its power from this source. Both Denmark and Portugal are also moving forward with projects. Although the report does not deal with this, Canada lags far behind in tidal power technology. There is one test generator in the Minas Basin (and it's having problems) as well as a tidal power plant on the Annapolis River. As the report states it is important to consider all the potential environmental impacts of these technologies. Some large projects could

have wide ranging and unforeseen consequences. This technology is still in its infancy but the potential is huge. While the sun does not always shine and the wind does not always blow, the tide always ebbs and flows.

FUTURE

The release of this and future reports by the RSA/WWF is an encouraging sign of cooperation between industry and environmentalists. Too often these groups shout at one another across an abyss of mutual distrust. One thing that should be obvious is the recreational marine industry and boaters of all types will

need to be represented as decisions are made on how to deal with these many challenges. For example, both aquaculture and tidal power projects can have implications for anchoring rights and navigation. Sometimes quick fix ideas with popular appeal will be implemented by politicians anxious to be seen as doing something. These actions can have unforeseen consequences and it will take stakeholders from all groups to try and work out compromises and proposals that will at least moderate the effects of change. ↗

www.wwfpartners.com

BAY PORT

YACHTING CENTRE

156 Marina Park Avenue
 P.O. Box 644, Midland, ON L4R 4P4
 Tel: 705 527-7678 Fax: 705 527-4190
 Toll Free: 1 888 229-7678
 Email: bayport@bayport.on.ca

Heated Dry Stack Storage

- Unlimited in/out privileges
- Bottom wash at every haul out
- Use of all marina services
- Complimentary set down on service racks
- Monitored Security
- Protection for your investment
- A valet service for your boat
- Extends the overall boating season
- No corrosion
- No oxidation
- Boat stays clean and dry
- No need for antifouling
- Lower insurance costs

Inside Heated Storage

- Protection for your investment
- Controlled access
- Minimize winterizing costs
- Reduce insurance costs
- No corrosion
- No oxidation
- Boat stays cleaner
- Extends the overall boating season
- Monitored Security

www.bayportyc.com

Parkbridge
MARINAS

The Whaly – Functional, Practical and Affordable

LONG TIME family friend Tom Wharton and his business partner, the well-respected yachtsman Heider Funck, recently invited CY to join them and TSCC's director of sailing Brian McLennan to test their new boat being imported into Canada. On an extremely overcast day, they introduced us to the Whaly. Despite its unique utilitarian look, it's a great choice for anyone running a sailing program or requiring a functional rugged boat. I think their goal was to get this old racing sailor hooked on their new boat and in the end recruit a new disciple. I really wish I had one of these when I was instructing sailing rather than the old heavy boats we used – that tended to be more a liability than a tool.

Perfect for on-the-water training, the stable, soft, contoured hull allows for easy rescue and is perfect for a quick side



Perfect for utility or boating education programs

along coaching where boats need to bump endlessly. It's perfect, too, as a utility boat around any club or facility where functionality comes first.

Utilizing the latest technology, the Whaly's double hull is fabricated from a single piece of rotary moulded Polyethylene.

What's surprising is that its interior space can be customized easily through what I call the plug and play system, where central steering and storage boxes are merely snapped in and fitted allowing all the flexibility needed. Neat!

Available in three model lengths, the 310 (10' 2"), the 370 (12' 2") and the 435 (14' 6"), this boat can be built in several colours including red, blue, green, grey and orange.

The boat we tested configured with a Mercury 25 HP engine flew across the flat water inside Toronto's breakwall while turning effortlessly at any point. One could easily imagine coaching or teaching from this wonderful on-the-water platform. With a moderate price point (without engine) between \$2,400 and \$3,600 the Whaly will suit any budget.

Rarely can you gain a coach boat for less than the cost of a sailing hull. The cost of a Whaly is so moderate yet its durability is so high, don't look to far afield before you check the Whaly out. 🐾

www.ultrafurl.com/whaly

Bring in this ad to receive a FREE Zodiac Dinghy & Nissan Outboard with any new Beneteau purchased.

OCEANIS
50
Discover the next generation from the world leader.

BENETEAU
Visit your local dealer, boat show or BENETEAUUSA.com

Anchor Yacht Sales | 1 Port Street East | Mississauga | ON | 905.891.0191
Sales@AnchorYachtSales.com | www.AnchorYachtSales.com

The Next Step – Your Sounder

IN THE LAST TWO ISSUES of *Canadian Yachting*, we began building a new “Glass Helm” for a hypothetical used boat, to upgrade the original electronics to “latest and greatest” standards.

In the April issue, we covered the concept and details of replacing the old wiring with a new NMEA 2000 “backbone”; in the June issue, we talked about display screens. In this issue, we will look at depth sounders. Your requirements for a sounder may well drive the decision of what display to buy.

Conversely, the display you choose may dictate the depth sounders that you can connect. This is because many sounder transducers use an Ethernet



The Furuno NavNet 3-D system is measuring over 1000 feet of water and needs a more powerful transducer system for its sounder than the Garmin GPS Map 720 that is only measuring a depth of 155 feet. It all depends on where you do your boating.



Protecting your ship... ...and your treasure

Our proven insurance solutions will keep you on course.

Added benefits to members of the:

- Canadian Power & Sail Squadrons
- Sea Ray Owners Club Program

For a no-obligation quote on boat insurance, go to: www.cowangroup.ca/boat-09 or call: **1-800-268-BOAT** (1-800-268-2628)

We care about what you care about.

Toll Free: **1-800-268-BOAT** (1-800-268-2628)

Email: marine@cowangroup.ca

www.cowangroup.ca/boat-09



Here the sonar display in the upper right corner is one of three split screen functions that you can put on the Raymarine E Series Widescreen.

you only want to display a depth number; "55 feet" etc. Units from Yamaha, Faria, Mercury and others that display only a digital number do not need an Ethernet connection, but anything with a graphic or video display does.

Driving your decision should be the capabilities that you may want in your sounder. That could be just a simple depth number for safe driving, or to know where you can drop anchor, but fishermen want to see both underwater structures like fallen logs, drop-offs and rocks as well as a graphic representations of the fish below.

Then there is the question of water depth which in turn, drives power

connection to deliver a video signal – not just digital depth numbers.

We interviewed Ken Harrison at Summerhill CA and also Roy Shipley at CMC Electronics. They both stressed that most sounders and all the broadband systems require Ethernet connections.

You might say that the plug and play aspects of NMEA 2000 are overridden by the amount of data required to display broadband sounder information and

there is no industry standard in place. These Ethernet networks are built around the architecture of each manufacturer and cannot be interchanged between say, Furuno and Garmin. The NMEA 2000 network is designed for data only and not high bandwidth applications related to using a digital sounder system.

In other words, the brand of display you choose may determine the brand of sounder you will need. The exception is if

Newport
INTERNATIONAL
BOAT SHOW

CRUISING WORLD present
MotorBoating **NEWPORT FOR NEW PRODUCTS**
SAILING WORLD

Official U.S. Debuts of 2011 Boats and Boating Products

SEPTEMBER 16-19 ~ NEWPORT, RHODE ISLAND
POWER & SAIL TOGETHER • KAYAKS TO 100' CRUISERS • OVER 600 BOATS • 750 EXHIBITORS
NEWPORTBOATSHOW.COM ~ 800.582.7846 ~ ADVANCE TICKETS AVAILABLE ONLINE

SOUNDINGS PassageMaker PERONI HENDRICK'S ABSOLUT VODKA BUICK GMC WE ARE PROFESSIONAL GRADE

PHOTO © ONNE VAN DER WAAL

CELEBRATING 40 YEARS ~ NEWPORTBOATSHOW.COM

requirements and signal frequency. In water up to 300' deep, a lower power 200 kHz system produces sharp images in shallow water, but in deeper water, a 50 kHz frequency is more accurate and less likely to bounce and give false readings. There are other transducer frequencies: 29,38,88 and 107 kHz but these are generally used for commercial applications.

Frequency is much like looking at a flashlight; the higher the frequency the narrower the beam and the reverse is true for lower frequencies. Narrower beam angles provide more power on target to give you better results while wider angles show a broader picture. Incidentally, most of the systems have built-in interference rejection so that you don't pick up someone else's sounder when in close proximity to other boats.

The more expensive units are pretty much all dual frequency and many can display split screens for covering both a shelf and deep water at the same time. Often, this is where the fish are.

The next issue is power. Different types of sounders are based on transducer types, their location and the depth to read. Power levels start at 500-watt or 600-watt units while higher power levels are 1 kW and 3 kW units. You may hear them described as "black box" fish finders. The black box transducer sends information on an Ethernet line to the display.

Our experts suggest that you choose a display that offers a split screen to indicate LF and HF (low frequency and high frequency) and one that can detail good bottom information and that takes power to allow you set the system up for Fishing mode or Cruising mode.

How much power? Power gives definition because you get a good echo return for a clear reading. Then, filtering makes it easier to see the bait fish and other species that come up as fine detail.

Some units enable you to increase the gain to get a better return. A hard bottom gives a better return than a soft bottom, but that also can create an echo. Adjusting the gain can clear that up. These newer digital FF processors can do this automatically to give great performance and bottom imaging.

Another performance aspect is digital suppression. Some units allow you to digitally suppress the "main bang" The main bang (echo just below the trans-

ducer) is suppressed to less than 40 cm so that the fish echoes below the transducer can easily be observed. Another feature to consider is the "alarming" function that alerts you to temperature and shallow depth.

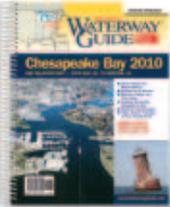
Whatever your choices, you will need a transducer. You can choose models made from plastic, stainless steel or bronze; some have a tilted element to better accommodate a vee hull. While most of the good units require a through-

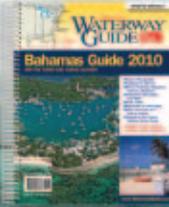
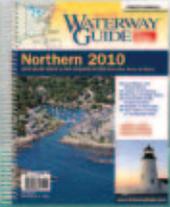
DOZIER'S WATERWAY GUIDE[®]

THE
CRUISING
AUTHORITY

**North America's Most Trusted
Cruising Guides Since 1947!**

Now Available In Canada.


The only cruising guide of its kind that is updated annually by on-the-water cruising editors, Waterway Guide has been America's cruising authority since 1947. All editions of the Guide, totalling over 2,700 colour pages, are packed with boatloads of advice and information, to get you there safely.

2010 Editions Now Available

Available now through



Canadian Yachting's New Online Store

M.S.R.P. \$39.95, plus GST.
Shipping and handling extra.

www.canadianyachting.ca/cystore

Available soon at chandleries, marine stores and some retailers across Canada!

705-527-7666

hull installation there are also in-hull and transom-mount transducers available. Make sure you choose the correct type of transducer to suit the hull construction; fiberglass, wood or steel. All manufacturers will give you guidelines on the best choice for your application. However, never install an in-hull transducer in a fiberglass boat that has a foam or balsa core construction.

Placement of your transducer is also critical. You want to make sure there is "clean" water flowing over the surface to the transducer. Make sure you do not install the transducers near intake strainers, underwater gear such as shafts and

propellers or hull steps. These can all effect performance of the fishfinder while underway. The flow of water must be smooth across the surface area with no turbulence or air bubbles passing over the face of the transducer.

One of the more unique transducer set-ups on the market is the Furuno SC30 satellite compass that can be integrated into the NavNet 3-D system using the DFF1 (Digital Fishfinder) and Digital Filtering.

This can compensate for the boat heaving in the waves which can deliver a false, or inaccurate reading of the bottom. In the SC30, the GPS satellite com-

pass can factor in the "up and down" movement of the vessel to still provide an accurate reading of the bottom.

The most significant fork in the road is the picture of the bottom that you want. The higher-end systems are all colour displays. The advantage to a colour fishfinder is that it can tell you a lot more about the bottom composition, trends in depth and where you see the bottom detail that you can relate to your charts as a verification of your position.

Invest some time in really considering your needs and your options and then you can better choose the glass helm sounder and display for your boat. ↵

MONTEREY 400 SY

continued from page 22

The second head includes a hand-held shower, VacuFlush MSD, a vanity and a well-positioned shaving mirror in a fully enclosed private compartment off the aft cabin.

The forward stateroom features an island berth with storage under and in the side panels as well as port and starboard lockers with cedar lining. The large deck hatch is appreciated. The test boat had an LCD TV/DVD combination for entertainment. For convenience, there is a door to the main head off the master stateroom.

The main head is comfortably large with a seat in the separate shower stall, vanity with well-placed shaving mirror and the whole space is fiberglass-lined for easy care. The large opening deck hatch will be useful too.

Monterey has equipped the 400 SY with a host of additional features but let's get to the performance. The test boat had a pair of Volvo Penta IPS 600 pod drives with joystick docking and the boat ran great.



This view is looking aft from the forward stateroom. You see the fold-down armrest and the entertainment centre against the back bulkhead. The two hassocks offer useful storage inside and store under the entertainment centre when not in use.

Dockside handling is a breeze with the joystick system, even in the wind, and we had a windy day to contend with. Acceleration is impressive and you will have no problem getting up to speed. The test boat was equipped with Volvo Penta IPS 600s which actually have 435 hp each – plenty to run this boat at high speeds. The cruise of 37.7 at 3,000 rpm will take you places at a fast pace while still getting surprisingly good fuel econo-

my. The factory says 1.30 mpg at that rate for a range of 386 miles. The top speed of 46.1 is really flying for a big boat yet we felt the ride was still comfortable in the moderate waves of our test day and the handling was more like a sport boat than a big cruiser.

With a very contemporary blend of luxury and style, the Monterey 400 SY is a strong contender in this class.



Welcome From CYA Executive Director, Paddy Boyd

Welcome to the Canadian Yachting Association's newsletter. In this new cooperative venture with *Canadian Yachting*, this issue of CYA News will provide you with a flavour of the diverse activities of the CYA in support of sailing in Canada. Whether it's our high performance training, the possible impact of offshore windfarms, or our role in the make-up of the 2012 Olympic Games, this, our first newsletter under my regime, will introduce you to the CYA, its partners and its sponsors all who are involved on behalf of the sailing community in Canada.

As I draft this, I am witnessing the arrival of more than 200 Optimist sailors visiting from more than 20 countries, all preparing for the 2010 Optimist North American Championship this week. This view indeed provides us the inspiration to encourage our efforts to positively impact the enjoyment of sailing at all levels.

Whether you sail to win, or sail for life, we hope you enjoy a safe and successful summer afloat!



Sailing to Win  *Sailing for Life*
La voile pour la victoire *La voile pour la vie*

CYA's Strategic Plan

CYA embarked on a strategic planning process in October 2009 to determine the vision and goals for the period 2010-2015. The process involved consultation with stakeholders, taking the ideas and recommendations from leaders in the sport and bringing them together to form a cohesive strategy for the sport over the next five years. The CYA Board's adoption of the plan in April has set the tone for developing the structures, programs and initiatives to achieve our vision: Sailing To Win – Sailing For Life

The five key priorities that have been identified are:

1. Implement a world class high performance system to ensure the Canadian National Sailing team becomes more competitive and focused on performing at the top level of world sailing.
2. Implement the "Learn To" training and development framework.
3. Provide strong and effective leadership of the CYA.
4. Establish an effective marketing plan to promote sailing in Canada.
5. Generate the revenue and resources to implement the plan.

The CYA will work in close partnership with the Provincial Sailing Associations (PSAs) and member clubs to implement this plan. The CYA is committed to working with Sport Canada to grow, develop and lead our sport and ensure we achieve our full potential. We will also ensure that the organization is strengthened and organized in line with its strategies to deliver services to sailors, coaches, officials and members. We will set very clear targets and timelines. We are ready to change the culture and focus of the CYA to lead and develop sailing in Canada.

Protecting Our Ecosystem

Canadian sailors must now be aware of the potential threat to our ecosystems posed by the invasion of non-native aquatic species such as the zebra mussel and the Asian carp. Ironically, it appears that the latter may have been introduced into the US to counteract the former, perhaps resulting in a classical “cure worse than the disease” position. However, species such as the zebra mussel are likely to have been introduced through one or more ways such as ships’ ballast water or biofouling.

The International Maritime Organisation (IMO) is pushed by environmentalists such as Friends of the Earth, addressing the problem through conventions that become binding on vessels plying the high seas. The Ballast Water Management Convention governs how ships ensure that water for ballast purposes (taken on in one location and possibly carrying species native only to that location) is not then discharged in an area where such species could threaten the native ecosystem.

A similar convention is in development to prevent marine species being transported in the growth on vessels’ hulls, a practise known as biofouling. Implementing practices to control and manage biofouling can greatly assist in reducing the risk of the transfer of invasive aquatic species. Such management practices can also improve a craft’s hydrodynamic performance and enhance energy efficiency.

However, international conventions, designed primarily for large, well-crewed merchant ships, can impose impractical demands on small pleasure vessels. The International Sailing Federation (ISAF), which enjoys consultative status at IMO, recognizes that sailors have a part to play in the fight against reducing biofouling but also recognizes that “big ship” rules and regulations have to be modified for pleasure craft sailors. (CYA’s Executive Director Paddy Boyd is represented on ISAF’s International Regulations Commission.) ISAF’s International Regulations Commission is working with IMO to produce short, clear and simple guides for pleasure craft sailors, to provide a common sense solution that will enjoy wide-spread “buy-in”. Stay tuned for updates on this!

High Performance at CYA

The High Performance staffing structure for the Canadian Sailing Team (CST) has taken a monumental step forward in our efforts to achieve podium performances at the 2012 Olympic and Paralympic Games. With medals as the target, the CYA has hired two international coaches who will be tasked along with the remaining CST staff to nurture a “winning culture” within our high performance program.

The over-arching objective of the entire High Performance Program is to deliver medal performances at the 2012 Olympic and Paralympic Games, while also ensuring the ongoing development of future performers for 2016 and beyond. Performance = Support. At the elite end of the program, the focus is on winning and the achievement of world class performances. The support of programs will be prioritized based on proven, demonstrated performance and the ability to achieve our objectives.

Ken Dool will be High Performance Director, based at CYA Head Office in Kingston. In addition to being in charge for the overall program delivery of all classes, he will also be responsible for identifying national team athletes not associated directly to other coaches. He will also be Class-Coordinator for RSX Men & Women.

Erik Stibbe will be National Coach/Manager Pacific, based at the Canadian Sport Centre – Pacific, in Vancouver. He will be responsible for identifying national team athletes from the Pacific region as well as Class Co-ordinator for Laser, Radial, and 470 Class development.

Steve Mitchell will be National Coach/Manager Ontario, based at the Canadian Sport Centre – Ontario, in Toronto. He will be responsible for identifying national team athletes from the GTA region as well as Class Co-ordinator for Star, 49er, Finn, and the MR Women program development.

Brian Todd is National Coach/Manager Atlantic, based at the Canadian Sport Centre – Atlantic in Halifax. He will be responsible for identifying national team athletes from Atlantic



Ken Dool



Erik Stibbe



Steve Mitchell

Canada as well as Class Co-ordinator for Paralympic Classes, and as secondary support for Radial & 470.

Colleen Coderre is the High Performance Co-ordinator, based at CYA Head Office in Kingston. She will be responsible for the overall administrative support to all coaches and athletes associated with high performance programs.

Kevin Black, Chris Cook and Dan Cunningham are Regional Sport Centre Coaches and represent key players in the long term success of the program. They will assist in providing on-water and program support to athletes in their region with focussed efforts on athlete development. These coaches are part of the Canadian coaching team supporting both the ongoing growth of talent while also working with elite performers.

The new staff members will be joining the team effective July 1st, 2010, with the first order of business being an introduction in Kingston, followed swiftly by diving into the summers activities. Erik can be reached via email at erik@sailing.ca and Steve can be reached at steve@sailing.ca.

The objective of medal performances in 2012 places the bar high for everyone associated with the Canadian Sailing Team, but these new resources make the goals attainable.



Brian Todd



Colleen Coderre



BEHIND THE SCENES at CYA

Own the Podium (OTP) and Beyond

Can anyone identify who leads High Performance Sport in Canada? Many people will be familiar with Own the Podium (OTP) following their successful role in Canada's 14 gold medal haul at the Vancouver 2010 Winter Olympics. But what about the Canadian Olympic Committee, Sport Canada, Coaching Association of Canada or the Canadian Sports Institutes? Where do the National Sports Organizations of the individual sports fit in? The Canadian Olympic Committee (COC) gathered representatives of all the above organizations in Ottawa recently to determine the answers to some if not all of the above questions. What was really noticeable was the determination of everyone present to continue the culture of success in sport that Canada enjoyed in Vancouver. Recognizing the successful structure that led to that success, this group affirmed the roles of the various stakeholders, while identifying areas for improvement in the delivery of the programs. Marcel Aubut, COC President, noted in his closing remarks the determination of the COC to continue to enhance the communications between all the partners in High Performance Sport in Canada.



COLREGS Revision Quashed

The International Regulations for Preventions of Collision at Sea (COLREGS) can, for the most part, be distilled down to a few short statements for general use: steam gives way to sail; port gives way to starboard; windward boat keeps clear; on the right in the right; hampered vessels have right of way; and, perhaps a few others.

These principles apply whether in the Great Lakes or on the coast. Sailors, both leisure and professional have abided by them for generations. Imagine the consternation then, when the Italian Maritime Authority formally proposed to the International Maritime Organization that the COLREGS be amended so that commercial vessels would have automatic right of way over leisure craft, both under sail and motoring. Recognizing the chaos that might ensue, the International Sailing Federation (ISAF) mobilized very quickly to lobby IMO delegates to have the proposal dismissed. ISAF's International Regulations Commission successfully persuaded the key shipping nations that this would not be a sensible amendment and the proposal was subsequently withdrawn.



Developing Our Up and Coming Sailors

The CYA has established a framework outlining the path anyone can take from entry into through a lifetime of activity in sailing. This framework – referred to as Long Term Sailor Development (LTSD) – is a key initiative and is an integral part of CYA's strategic plan. Its five key objectives are:

1. Renew the 'learn to' and training programs
2. Provide coaching expertise at all stages
3. Establish a competition structure appropriate for the skill of the sailor
4. Create an official's development framework
5. Design and implement a stronger yacht/sailing club network

CYA has already been reviewing the current structure of sailing competitions and its coach development programs. Over the next few months, it will focus on sailor development programming – for children, youth, adults, able-bodied and those with disabilities to identify strengths and weaknesses all of which will help develop better competition structures, programming and resources.



Partners

AMP Marine



AMP Marine is a Canadian company specializing in the manufacture of dock bumpers and boat fenders. Their products are 100% Canadian-made, PVC free and environmentally safe. Fenders and bumpers are inflatable and can be customized. Fenders can also be personalized through embossing.

AMP do not offer their products for sale through traditional retail channels to keep prices affordable. For each item sold through a CYA referral, they will make a direct financial contribution to CYA. So, if you or your club are purchasing bumpers or fenders, please consider AMP and be sure to tell them that you were referred by us.

Canadian Yachting and Sail-World Canada Appointed Official National Media Sponsor for the CYA



CYA and Kerrwil Publications Limited, publishers of *Canadian Yachting* magazine and *Sail-World Canada* are delighted to announce a new partnership to promote Canadian sailing across Canada. CYA news and activities will enjoy a higher profile in *Canadian Yachting* magazine and on *Sail-World Canada*. Kerrwil is providing editorial and advertising support through its multiple platforms as well as a special subscription offer to raise funds for CYA programs through CYA members.

Gill Appointed Official Apparel Partner



Gill NA has joined CYA as a major partner in a three-year deal up to and including the 2012 Olympic and Paralympic Games.

Gill will supply the Canadian Sailing Team with quality technical and podium clothing. Other CYA teams and stakeholders will be able to purchase Gill clothing and accessories at a discounted rate.

Gill NA, headquartered near Atlanta, GA is the sole distributor and licensee of Gill-brand foul weather gear in North America including Caribbean, Central America, US and Canada. Gill is an apparel and accessories leader in the worldwide marine industry for over three decades and specializes in high tech, breathable waterproof clothing.

Harken, Inc.



Harken, Inc. is a leading manufacturer and marketer of quality sailboat hardware and accessories. Harken equipment has dominated such events as the America's Cup and Olympics. Our blocks, travelers, furling systems and winches can be found aboard everything from the smallest dinghies to the largest megayachts and cruisers. Harken is a proud supplier of Harken deck gear to the Canadian Sailing Team.

Mercury Marine



Mercury Marine has been a long time supporter of CYA, supplying engines for the Canadian Sailing Team support craft. In addition, Mercury Marine have offered generous rebates to CYA members purchasing Mercury engines or inflatables through an authorized Canadian Mercury dealer. Details of the program are on sailing.ca. Your local dealer can be found at mercurymarine.com/find-a-dealer/.

Rolex Canada



For the past 25 years, Rolex has been a proud sponsor of sailing in Canada and the Canadian Yachting Association. Rolex has a philanthropic tradition of supporting exceptional talent, quality, and achievement. The Rolex Institute aims at sharing the recognition of individuals who through their initiatives, excel in their chosen fields, making a meaningful contribution to the world in which we live.

Rolex Canada annually sponsors CYA programs and the Rolex Awards Dinner. The Rolex Sailor of the Year Award is an annual award that recognizes Canadian sailors who have brought significant recognition to the sport of sailing.

Salus



Known as an industry innovator, Salus' patented PFD designs have garnered industry accolades and international attention. That said, innovation in design is not the only thing that sets Salus apart. Almost every Salus PFD is made in Canada, in a century old refurbished warehouse in Kitchener Ontario. Using the same attention to detail and quality that earned Salus its reputation as an industry leader, each PFD is cut, assembled and sewn by Canadians who take exceptional pride in their work. Salus is pleased to work with the CYA to provide Canadian made PFDs to the Canadian Sailing Team.

BEHIND THE SCENES at CYA

Olympic Commission Report Released To Support Sailing as an Olympic Sport

Concerned by the threat of the loss of Olympic status for sailing, ISAF has engaged in a study taking a longer look at the future of Olympic sailing. The result is the first report of the Olympic Commission, a very comprehensive analysis of the state of sailing from an Olympic point of view. Chaired by Yachting Australia CEO Phil Jones, the commission has made recommendations based on five key areas: Increasing Universality, Expanding Qualification Opportunities, Building Popularity, Improving Event Structure and Enhancing the Olympic Games. The full report is available at www.sailing.org.



How Wind Farms May Affect Sailing in Canada

The CYA head office looks out across the St. Lawrence to Wolfe Island where one of the biggest windfarms is located in Canada. The proposed Windstream Wolfe Island Shoals Inc. project suggests a footprint of 48,000 acres with upwards of 60 turbines needed to develop a 300MW based around Pigeon Island.

CYA's concern is the effect the loss of sailing waters can have if exclusion areas are put in place. This matter was under consideration at the International Maritime Organisation (IMO) this July and our international partner, ISAF, with observer status at IMO, is suggesting that the needs of small craft should be taken into consideration when such exclusion zones are under consideration. ISAF suggests:

"Any proposed exclusion of small craft from an area should be approved only after rigorous and comprehensive enquiry specific to such craft. When there is no compelling safety case their exclusion should not be proposed or approved. The organization must ensure that governments allowed to establish safety zones larger than 500 metres do not interfere with the use of the sea by those mariners who pose no risk in such areas."

CYA is lobbying Transport Canada to ensure that inappropriate exclusion zones are not put in place that may deny Canadian sailors access to traditional used and safe waters.

Views of CYA members and member clubs are welcomed. Please send comments to paddy@sailing.ca.

Upcoming 2010 National Events

CYA national events annually bring to Canadian sailors the best in multi-class competition. Sailors, coaches and officials develop their skills in a competitive environment, delivered according to the principles of Long Term Sailor Development (LTSD) stage- appropriateness.

At CYA's events a coach is appointed by the CYA to provide coaching to any sailors without a coach, to include daily sailor de-briefs and daily coach mentoring sessions.

The top sailors in all events at the U19 National Sailing Championships will be eligible to qualify to the 2011 Canadian Youth World Sailing Team! Canada's Youth World Sailing Team qualification details can be found on sailing.ca.

Registration is OPEN for each of CYA Sail West, CYA Sail East and CYA Youth National Championships. Check sailing.ca for Notices of Race (NOR), online registration and event information.

CYA Youth National, Sail West and Sail East Championships

July 15-18, 2010

Wabamun Sailing Club, Alberta

Event Coach: Rob Douglas

Events: Optimist Dinghy (ages 8-15) ; Laser 4.7 (ages 12-16) ; Laser Radial (ages 12 & up); Club 420 (ages 12 & up); Laser (over 16 years of age); 29er (over 16 years of age); and International 14 (over 16 years)

CYA Sail West with U17 Western Sailing Championships

July 21-24, 2010

Northern Yacht Club, Nova Scotia

Event Coach: Robin Blanchard

Events: Optimist Dinghy (ages 8-15); Laser 4.7 (ages 12-16); Laser Radial (ages 12 & up); Club 420; and Laser (over 16 years)

CYA Youth National Championships U19s

August 1-4, 2010

Nepean Sailing Club, Ontario

Event Coach: Ken Dool

Events: Laser Male; Laser Radial Female; Laser Radial Male; Club 420 Female; Club 420 Male; 29er Open; and Bic 293 Open

CYA Youth National Championships U17s

August 5-7, 2010

Nepean Sailing Club, Ontario

Event Coach: Ken Dool

Events: Laser Radial Female; Laser Radial Male; Laser 4.7 Female; Laser 4.7 Male; Club 420 Open; and Bic 293 Open

The CYA Women's Keelboat Sailing Championships – an annual renowned event – is currently planned to take place at Hudson Yacht Club, Quebec, in September. However, extreme low water levels may lead to a postponement to Spring 2011. Stay tuned to sailing.ca for updates!

The CYA Laser & Laser Radial National Qualifier Regatta (NQR) takes place in September at Fall CORK in Kingston, Ontario. The 2010 NQR is a qualification event for the 2011 Canadian Sailing Team (CST) and is a must for all aspiring team members. Criteria for CST qualification can be found on sailing.ca.

CYA Board of Directors

President

Gerry Giffin ('11) – Nova Scotia

Directors At Large

Todd Irving ('10) – Ontario

Alan Lombard ('11) – Quebec

John Kerr ('12) – Ontario

Christine Searle ('12) – Ontario

Kevin Stewart ('10) – Manitoba

Gillian Thomson ('11) – British Columbia

Athlete Directors

Richard Clarke – British Columbia

Nikola Girke – British Columbia

Call for Nominations

The President of the CYA is elected for a 2-year term, and each of the Directors is elected for a 3-year term, and we consequently have a staggered term Board. Each year, two Directors complete their term. This year nominations for two Directors At Large are now open. Any interested individuals who are prepared to help shape the future of the sport of Sailing in Canada should send their name, contact information and qualifications to the Nominating Committee at sailcanada@sailing.ca.

CYA Staff

Executive Director

Paddy Boyd paddy@sailing.ca

Office Manager

Genevieve Manning gen@sailing.ca

High Performance Director

Ken Dool ken@sailing.ca

Training and Competitions Manager

Sarah Case-Moscrop sarah@sailing.ca

Coach/Managers

Brian Todd brian@sailing.ca

Steve Mitchell steve@sailing.ca

Erik Stibbe erik@sailing.ca

High Performance Coordinator

Colleen Coderre colleen@sailing.ca

Training and Competitions Administrator

Sam Crothers sam@sailing.ca

Accounting Administrator

Cheryl Rattie cheryl@sailing.ca

Bilingual Receptionist/ Programme Assistant

Pamela Whangkhong pam@sailing.ca

Portsmouth Olympic Harbour

53 Yonge Street, Kingston, Ontario K7M 6G4

Tel: (613) 545-3044 Fax: (613) 545-3045

Email: sailcanada@sailing.ca



CYA Training and Certification Committee 2010

CYA is pleased to announce the members of Training and Certification Committee (TCC) which is responsible for creating and maintaining CYA standards for sailors, officials, and coaches as well as for the delivery of associated programs through subordinate bodies. The committee was formed through nominations from Provincial Sailing Associations that identified key people with expertise in sail training and race officiating.

Chair

Warren Nethercote – Quebec

Members

Ed Bottrell – Nova Scotia

Graham Fraser – Ontario

Lennie Liscio – Quebec

Kim Moffat – Ontario

Tracy Terry – British Columbia

Peter van Muyden – Alberta



CYA: Working for You

In one way or another, the Canadian Yachting Association touches the lives of everyone who sails in Canada.

Through our network of volunteers, members, partners and affiliates, we're your

- coach • instructor • camp counsellor • team manager • racing official
- club • provincial sailing association • Olympic sailing team manager
- international sailing representative

Explore the full scope of CYA activities at www.sailing.ca



The CYA represents and promotes safety, skill and leadership in Canadian sailing. As well as You!

- 1,000,000 other Canadian sailors • 80,000 active members
- 1,500 active coaches and instructors • 255 clubs • 34 camps
- 30 class associations • 10 provincial associations



Canadian Yachting Association
Association Canadienne de Yachting

Sailing to Win • Sailing for Life
La voile pour la victoire • La voile pour la vie

Education and Training • Sailor, Coach and Official Development • Racing • Team Sailing
• Canada Games • Olympics and Paralympics • CYA Store





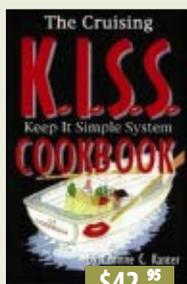
Lori's Picks: 6 Great Books for the Avid Boater

The Cruising K.I.S.S. Cookbook

By Corinne C. Kanter

The Cruising KISS (keep it simple system) COOK-BOOK theme is Delicious, Nutritious, Economical and Convenient!

Featuring 563 exciting new recipes, all recipes are displayed on one page using large, readable type with more charts and guides than any other comparable cookbook. All recipes are personally tested and include a list of new cruising products, exact ingredient measures, metric tables, and equivalent charts! How to's include: using your pressure cooker; growing sprouts; making yogurt; getting the most from your microwave; identifying, purchasing, storing and preparing uncommon vegetables and much, much more.



\$42.⁹⁵

Know Your Boat™

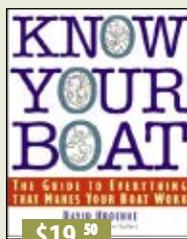
By David Kroenke

This is the definitive owner's manual for the mechanically impaired sailor or powerboater.

The simplest, least threatening guide to boat maintenance and repair ever written, Know Your Boat is dedicated to these propositions:

- that simply praying that nothing breaks on your boat doesn't prevent it from happening
- that things don't often break when you're at the dock and help is convenient
- that the things that go wrong are most often things you can solve
- that you don't have to be a mechanical wizard to solve them
- that solving problems yourself will give you more confidence and more satisfaction from your boating
- that self-sufficiency is addictive
- and that reading about all if this ought to be fun!

So take this tour of basic troubleshooting and repair procedures for your engine, electrical, plumbing, refrigeration, and steering systems, then grab your wrench and prepare to tame the savage beats behind your boat's electrical panel



\$19.⁵⁰

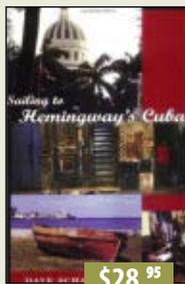
and engine hatches – or at least make their acquaintance.

Sailing to Hemingway's Cuba

By Dave Schaefer

For Dave Schaefer on his 32-foot sloop DREAM WEAVER, the urge to see Cuba now and track down Ernest Hemingway's old haunts was too strong to resist. The voyage began on Lake Champlain near Burlington, Vermont. Traveling alone, with friends joining as crew when they could, Schaefer sailed south through the historic Champlain Canal to the Hudson River, along the East Coast and the Intercostals waterway, finally arriving in the Keys. Leaving Key West, Schaefer sailed 90 miles across the Gulf Stream to Marina Hemingway in Havana.

After 40 years of being off limits, Cuba is emerging as one of the most intriguing travel destination in the world...one that attracts adventurous Americans despite the embargo. *Sailing to Hemingway's Cuba* is not just an adventure, it is a book to carry along when Cuba opens up to Americans.



\$28.⁹⁵

Slipknot

By Linda Greenlaw

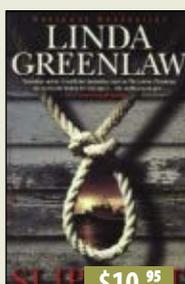
Green Haven, Maine, is as far from the heat and violence of her past as Jane Bunker could hope for. When she trades in her career as a big-city homicide detective for a new job as a marine insurance

investigator, Jane hopes that a fresh start in this sleepy seaside town will finally allow her the peace and quiet that she's been craving.

But when the town drunk washes up on shore – with the back of his head smashed in – Jane realizes that Green Haven is not quite the quaint sanctuary she thought it was. The townspeople don't think the tragedy is anything more than a drunk's long walk off a short pier, but once Jane discovers the sordid details of the dead man's past, it occurs to her that this just might be one variety of local problem she knows a lot about from her former life in Miami.

And down there they call it murder.

Unable to resist the sure of one last investigation, Jane makes it her business to find some answers. Though normally a woman of few words, Jane somehow manages to talk herself into every corner of Green Haven, and in a



\$10.⁹⁵

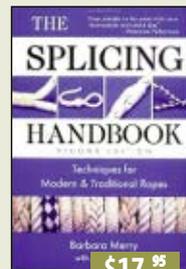
small town like this it isn't long before the wrong person finds out she's been asking the right questions...

The Splicing Handbook: Techniques for Modern & Traditional Ropes

By Barbara Merry with John Darwin

The only reference devoted entirely to splicing today's ropes, this new and expanded edition includes step-by-step illustrations and explanations for the most useful and popular splices in traditional twisted and modern braided ropes.

Now covers every kind of splicing project a boater is likely to encounter, including modern cordage such as Spectra, and wire and rope-to-wire splices.



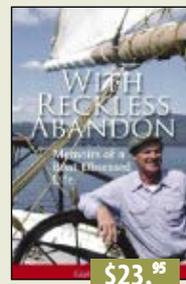
\$17.⁹⁵

With Reckless Abandon

By Captain Jim Sharp

Imbued with a sea captain's outlook on life and the optimistic attitudes found in overcoming obstacles—from battling childhood polio to preparing and maintaining a 100-year-old wooden schooner—this autobiography regales the life of a leading windjammer captain and tugboat skipper. Packed with wonderful characters and salty adventures—from a mutinous cook to sailing through nor'easters—this inspirational life story takes readers from ports of call in Florida and the Bahamas to the foggy shores of Maine.

Captain Jim Sharp is a veteran seaman with more than 40 years of experience. His sailing articles have appeared in *Maine Boats*, *Homes & Harbors*, and *Soundings*. He is the recipient of the Caffery Antique and Classic Boats Award for his dedication to maritime preservation. He lives in Camden, Maine



\$23.⁹⁵



All these titles are sold at The Store Mason's Chandlery and online at: www.thestoremasons.com



Want to sell your boat? Call the Professionals at Skyline Marina 877-759-8333

25'	SB815	2002 Doral 250SE	\$54,900	41'	SB824	2001 Sea Ray 410 Sundancer	\$185,000
27'	SB799	1989 Sea Ray 270 Pachanga	\$34,900	44'	SB680	2006 Sea Ray 44 Sedan Bridge (Diesel)	\$449,000
29'	SB613	1988 Phoenix Black Hawk	\$24,900	44'	SB802	2008 Sea Ray 44 Sundancer (Diesel)	\$479,000
29'	SB760	2006 Sea Ray 290 Sundancer	\$99,900	44'	SB841	2006 Regal 4460 Commodore	\$369,900
32'	SB807	2000 Carver 326 Aft Cabin	\$119,900	50'	SB629	2005 Sea Ray Sundancer (Diesel)	\$470,000
34'	SB861	2008 340 Sundancer	\$195,000	58'	SB843	2008 Sea Ray 580 Sedan Bridge	\$949,000
34'	SB863	1994 Formula 34PC	\$62,000	Pre-Owned Inventory			
34'	SB776	2001 Sea Ray 340 Sundancer	\$104,995	27	SS1059A	2009 Sea Ray 270 Sundancer	\$97,900
35'	SB812	1991 Sea Ray 350 Sundancer	\$52,500	35	SS1062A	2009 Sea Ray 350 Sundancer w/AXIUS	\$289,900
36'	SB850	1994 Cruisers 3675 Express	\$59,900	40	SS891B	2008 Regal 4060 Diesel IPS Joystick	CALL
36'	SB783	1994 Wellcraft 3600 Martinique	\$69,900	55'	SS891A	2003 Sea Ray 55 Sundancer Diesel	\$499,900
37'	SB741	2005 Four Winns 378 Vista (Diesel)	\$199,900				
38'	SB854	2001 Sea Ray 380 Aft Cabin	\$159,900				

WHY SKYLINE MARINA?

- 8 Full time Certified Sales Consultants
- 20,000 Sq. Ft. Heated Showroom in Orillia
- 4 On-water locations
- Celebrating our 50th year of Sales & Service
- Huge selection of New, Pre-Owned & Brokerage boats
- Aggressive Financing Available
- Comprehensive Internet Exposure and Reach



CANADA'S LARGEST SEA RAY DEALER
877-759-8333

Always open at

SKYLINEMARINA.com



List your Power Boat with CRATES MARINE SALES Port Credit

- Canada's Largest Marine Dealer – Franchised Dealer for 6 Premium Power Boat Lines
- Maximum Exposure for Your Premium Resale
- 80 Years of Family Owned Experience
- Ask About New Discount Commission Structure for Sellers in the G.T.A
- Come in Today or Call 416-802-9251



YEAR	LENGTH	MANUFACTURER	POWER	PRICE	YEAR	LENGTH	MANUFACTURER	POWER	PRICE
2001	22	Cobalt	MERC 350 MPI	34,900	1998	47	Mainship	Diesel Motoryacht	249,000
2008	24	Regal	Volvo 5.7 Gi	65,000	1987	50	Profil	T-Detroit Diesel	79,000
2001	24	Regal	Volvo 5.0 MPI	29,900	2009	52	Sabre	T Cat CLS 865 HP	1,280,000
2006	28	Cruisers	T-Volvo Penta 4.3	84,900	2001	53	Carver	T-Volvo TAMD 74P	499,000
2002	28	Regal 2860 Express		74,500	1984	78	Davies Custom All-Aluminum MY Twin Detroit Diesel		449,000
2009	30	Cruiser	300 Cxi Express	139,000	TRADE-IN INVENTORY				
2007	30	Bayliner	305 Express	89,000	2006	22	Regal	Volvo 5.0 GXi	42,900
2007	34	Cruisers	Volvo 8.1	159,000	2003	24	Cobalt BR	Merc 6.2	38,900
2006	35	Regal 3560 Express	T-8.1	169,000	2008	24	Four Winns	Merc 5.7 MAG	49,900
2005	36	Carver Mariner	T-Crusader 5.7 MPI	209,900	2004	25	Crownline	25CR	55,000
2007	36	Carver Mariner	T-Crusader 6.0L	199,000	2001	26	Crownline	CCR Merc 5.7	32,900
2004	36	Carver SS	T-Volvo 8.1 Gi	229,000	2008	26	Regal	Volvo 5.7	69,900
2004	36	Carver 366	T-8.1	219,000	2002	26	Regal 2560 LSR		44,900
2003	36	Carver 366 AC	T-Mercury 8.1 Horizons	210,000	1990	26	Regal 265 Express		19,900
1999	36	Doral	T-Volvo 7.4 Gi	139,900	2008	28	Four Winns	298 T-Volvo 5.0 GXi	109,900
1987	37	President	T-Crusader 7.4L	79,000	2005	33	Carver SS	T-Crusader 8.	1 229,900
2005	38	Regal	T-Merc 8.1L S HO FWC	269,900	2003	35	Carver	T-Merc 6.2L Mag MPI	189,900
2010	39	Cruisers 390	SC Volvo IPS 500G	309,000	2003	36	Carver	T-Volvo 8.1L	219,000
2002	40	Carver 404 CMY	T-8.1	199,000	1997	40	Carver	T-Cummins 315B	239,000
1998	40	Carver	T-Merc Horizon 7.4L	199,000	2006	42	Cruisers 4200 Express IPS		285,000
1999	40	Carver	T-Volvo 73P	259,000	2006	43	Carver	T-Volvo D6 370	449,000
1997	40	Tiara	Twin Cummins	229,000	2006	43	Donzi	Triple 525 Mercs	299,000
2008	41	Carver	T-Volvo D6	369,000	1998	44	Silverton	T-Mercruisers 7.4L	239,000
1996	41	Maxum	T-Cummins 315	129,900	2005	44	Carver 444 CMY	T-Cummins	285,000
2008	42	Cruisers	Volvo IPS 500	335,000	2007	46	Carver 466 MY	T-Volvo D9	535 699,000
1991	43	Carver	T-Cummins 315	159,900	2009	46	Carver Motoryacht		799,000
2006	43	Carver	T-Yanmar 480	459,000	1990	52	Carver	T-Rebuilt Catterpillar 3208	325,000
2006	44	Regal 4460 Express	Diesel	389,000					
2001	45	Carver	T-Volvo TAMD 74P	399,000					
2006	46	Carver	T-Volvo TAMD 75P	599,000					

Contact: Peter Solty, CPYB Crates Port Credit 1-888-802-5392 psolty@crates.com
GTA's Premier Source for Premium Power Boats



RCR YACHTS

Sabre Spirit 36 Sabre 386 Sabre 426

Your US Brokerage Advantage— Servicing both Canada and the US

USED SAILBOATS											
47	BENETEAU 473 2004	249,000	33	J/100 2006	119,900	25	BAYFIELD 25 1982	8,900	32	BAYLINER 3218 1988	38,900
46	BENETEAU 461 2001	169,900	33	MORGAN 33T 1974	5,900	25	CAPE DORY 25 1977	11,900	32	TROJAN F32 Sedan Bridge 1974	19,900
43	HUNTER 430 Legend 1995	99,900	33	SOVEREL 33 1984	25,000	25	O'DAY 25 K/CB 1978	3,900	31	CHRIS CRAFT 31 Commander Sedan	13,900
43	SLOCUM 43 1983	149,000	32	X-102 1984	29,900	23	MENGER Oysterman 23 1980	3,900	31	SEA RAY 310 Sundancer 1998	64,900
42	BENETEAU 423 2005	199,900	32	C&C 32 1985	32,500	22	S2 6.9 w/Trailer 1984	7,900	31	TROJAN F31 Flybridge 1973	15,900
41	HUNTER 410 2000	139,900	31	BENETEAU 31 2008	99,900	22	SEAWARD 22 w/Trailer 1986	6,900	30	SEA RAY 300 Weekender 1988	29,900
41	MORGAN OI 41 KETCH 1973	39,900	31	NIAGARA 31 1982	29,900	22	TANZER 22 1974	3,900	30	TROJAN F30 1975	9,995
40	WAUQUIEZ CENTURION 40S 2004	239,000	30	C&C Redwing 30 1969	16,500	USED POWER BOATS					
39	BENETEAU 393 2002	134,900	30	CAL 9.2 1981	6,900	65	PERFORMANCE MARINE	379,900	28	MARIAH 28 1997	29,900
38	C&C 38 MKIII 1986	67,900	30	CATALINA 30 1984	29,900	43	WELLCRAFT 43 Portafino 1988	54,900	28	SILVERTON 28 Sedan 1977	9,900
38	C&C 38 1976	22,900	30	HUNTER 30 1977	12,500	42	BENETEAU Swift Trawler 2007	350,000	26	SEA RAY 260 Sundancer 2006	56,900
37	BENETEAU 373 2004	139,900	30	HUNTER 306 2005	69,500	42	SEA RAY 420DA Sundancer 1990	63,900	25	CROWLINE 250CR 2006	52,900
37	SEIDELMANN 37 1981	15,900	30	MUMM 30 1997	84,900	40	MAINSHIP 40 Sedan Bridge 1994	85,900	25	ROSBOROUGH 246 SC2001	64,000
36	ROBINHOOD/CAPE DORY Cutter 1995	159,000	30	NEWPORT 30 MKII 1987	26,900	40	SEA RAY 400 Sundancer 1998	119,900	25	SEA OX 250 Blue Water Pro 1989	19,900
36	Bob Perry UNION 36 1979	48,900	30	NEWPORT 30 1978	14,900	39	RINKER 390 EC w/Hardtop 2007	184,995	23	MAKO 232 Center Console 2003	29,900
35	BENETEAU First 35 1980	34,900	29	BAYFIELD 29 1988	33,900	39	SEA RAY 390 Sundancer 2004	269,900	22	CHRIS CRAFT Outlast 22 1975	13,900
35	C&C 35 MKIII 1983	48,500	29	C&C 29 MKII 1983	22,900	38	DONZI 38ZX Daytona 2003	225,900			
35	HUNTER 35.5 1992	63,000	28	ALBIN CUMULUS 28 1980	8,900	38	SEA RAY 38 Sundancer 2001	149,900			
35	J/35 1984	29,900	28	NEWPORT 28 MK II 1986	14,900	36	SPORTCRAFT 360 Fishmaster 1995	59,900			
35	J/35C 1991	99,000	27	CATALINA 27 1978	5,995	34	FORMULA 34 PC Cruiser 1991	49,900			
35	PETERSON GANBARE 35 1975	19,900	27	CS 27 1979	11,900	34	SILVERTON 34 Convertible 1979	29,995			
34	J/34 1985	19,900	27	HUNTER 27 2005	54,900	34	WELLCRAFT 34 Gran Sport 1986	14,900			
34	PETERSON 34 1978	29,500	26	HUNTER 260 1995	13,900	33	SEA RAY 330 Express Cruiser 1999	74,995			
			25	BAYFIELD 25 1980	9,500						

PRICES SHOWN IN US FUNDS



**Serving
Great Lake
Sailors for
38 Years
1972-2010**

www.rcryachts.com

Locations on Lake Ontario and Lake Erie

Buffalo . Erie . Rochester . Sodas Point . Youngstown

716-745-3862 E-mail: sail@rcryachts.com

TRUE NORTH YACHTS

www.truenorthyachts.ca

Length	Boats	Year	Price	Length	Boats	Year	Price
SAIL							
46'	Hunter 460	2000	CDN \$46,460	33'	Hunter 33	2005	CDN \$107,000
45'	Hunter 450 Passage	2000	CDN \$ 195,000	31'	Hughes 31	1981	CDN \$19,990
45'	Hunter 45cc	2006	US \$228,900	30'	Hunter 306	2002	CDN \$56,900
41'	C&C 41	1985	CDN \$85,000	29'	Columbia 8.7	1978	CDN \$19,900
41'	Hunter 41	2005	CDN \$193,900	28'	Mirage 27	1980	CDN \$11,500
41'	Hunter 41 AC	2006	CDN \$209,000	27'	Doral 270 SC Platinum ...	2000	CDN \$36,500
41'	Hunter 41 DS	2009	CDN \$249,000	25'	C&C 25 Mk1	1977	CDN \$9,500
41'	Hunter 410	2002	CDN \$187,000	24'	Shark Hallman Built	1988	CDN \$5,000
41'	Hunter 41AC	2004	CDN \$195,000	21'	Hunter 216	2004	CDN \$16,500
40'	Jeanneau Sun Fizz	1985	CDN \$95,000	POWER			
40'	Jeanneau Sun Odyssey	2001	CDN \$190,000	55'	Sea Ray 54 Sundancer	1999	CDN \$369,000
38'	Hunter 38	2008	CDN \$199,000	39'	Sea Ray 390	1989	CDN \$69,900
36'	CDNadian Sailcraft Traditional	1983	CDN \$68,900	35'	Chris-Craft 350 Catalina	1975	CDN \$29,900
36'	CS CS Merlin	1988	CDN \$84,900	34'	Chris Craft Commander 336	1984	CDN \$29,900
36'	Hunter 356	2003	CDN \$119,000	32'	Chris-Craft 322 Crowne	1994	CDN \$48,900
35'	Mirage 35	1986	CDN \$54,900	32'	Trojan F32 Sedan	1976	CDN \$24,500
34'	Aloha 34	1979	CDN \$44,900	28'	Four Winns 278 Vista	2006	CDN \$78,900
34'	Hunter	1983	CDN \$49,900	26'	Chris-Craft 260 Express	1998	CDN \$25,500
34'	Hunter 340	1999	US \$ 79,500				
33'	Delphia	2008	CDN \$139,000				
33'	Hunter 33	2009	CDN \$119,000				

Contact one of our professional yacht brokers at 905-274-8001 for more information.

Allan Mestel, CPYB Ext. 32 allan@truenorthyachts.ca
 Jamie Crane, CPYB Ext. 27 jamie@truenorthyachts.ca
 Che Decastro Ext. 39 che@truenorthyachts.ca
 Tim Searle, CPYB Ext. 33 tim@truenorthyachts.ca



Buyers, we can finance brokerage boats in Canada & U.S. Sellers, List your boat with us and take advantage of this unique program to MAXIMIZE the market for your boat.

Port Credit Harbour Marina
 1 Port Street East, Mississauga, ON L5G 4N1
 Tel: 905-274-8001 Fax: 905-274-8004
sales@truenorthyachts.ca

www.boatcan.com

519-383-7580 1-877-808-7580



BOATCAN
COMPUTER BOAT SALES

Boatcan:

- Virtual Showroom
- Channel Blade Technology
- Lead Generation Technology
- Inventory Entered and Maintained by Boatcan Staff
- Listings Auto-Loaded to Search Engines

Let Boatcan provide the advertising solution that is right for you.

Buy or Sell
BOATS
SERVICES
PRODUCTS

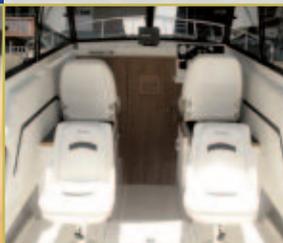
Allied with Canada's leading marine publications

Boating
INDUSTRY CANADA

CANADIAN
Yachting

Trailer
Boating
CANADA

2009 Monaro 255



Thinking of a Limestone or Boston Whaler...

Think Monaro instead!

Superior quality and performance make the Monaro 255 EXL - Hard Top the boat of choice for anyone looking to buy a boat for Georgian Bay, the Lakes, Great Lakes as well as the Atlantic Coast!

The Monaro line of boats are 100% Canadian and are already very popular on the West Coast. Sturdy, safe and reliable, the Monaro ensures a dry ride, no matter what the sea conditions.

FEATURES

- 6' 4" headroom under hardtop
- Bennett trim tabs
- Galvanized double axle highway trailer
- Manual and automatic bilge pump
- Walk-around side decks with stainless steel grab rails
- Fiberglass swim grid - full length with built-in seat/step
- S.S. anchor roller
- Raymarine chartplotter and fishfinder
- Shelves port and starboard in cuddy
- 3/4 length cabinets under hardtop (approx. 36")
- Two custom upholstered seats at helm
- Two bucket seats mounted on swivel pedestals facing aft with matching upholstery
- Two fixed cockpit boarding steps
- Jump seats in stern
- Slope back canvas over cockpit (Sunbrella)
- Porta potti
- Large storage shelves port and starboard in cockpit
- 6'5" length berth
- Large opening hatch in cuddy
- SS folding boarding ladder with grab rail
- One piece welded SS bow rail
- Dual prop Volvo - 300 HP I/O with top speed of 50 MPH
- Trailer included

Inventory Blow Out Price: \$94,000
Savings: \$30,000

www.patsturgeonyachts.com

PAT STURGEON YACHTS LTD.

www.patsturgeonyachts.com



Dealers in association with Hans Fogh for:



Did you know that Pat Sturgeon Yachts sells used Power Boats? Check out our web to see what we have listed!

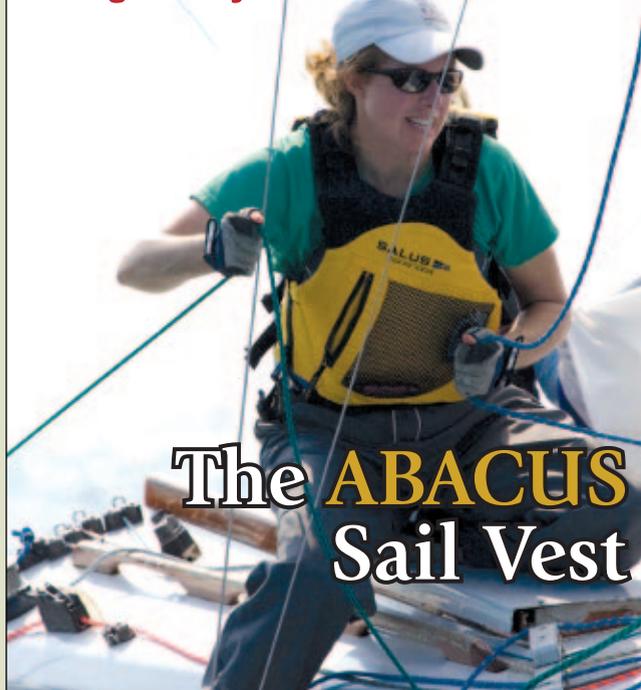
Pat Sturgeon Yachts
On Line Listing! Listing your boat is now made easier. Check out our website for more details!



Pat Sturgeon Yachts Ltd.
1 Port Street East
Mississauga, Ont, L5G 4N1
Phone: 905-278-5100
Fax: 905-278-4050

Beneteau Oceanis 473	2004	\$249,000	Kirby 30	1981	\$17,500
Dufour 44 Performance	2005	\$295,000	Ticon 30	1985	\$34,900
Reliance 44	1987	\$135,000	San Juan 30	1977	\$19,500
Columbia 43	1970	\$49,900	J92s	2007	\$109,500
Whitby 42	1973	\$94,000 US	Islander Mark II	1972	\$14,000
Colvin Gazelle 42	1985	\$49,000	Hunter 30	1991	\$42,500
Beneteau 411	1999	\$144,600	Express 30	1985	\$31,500
C&C 41	1983	\$119,000	CS 30	4 FROM	\$37,500
Beneteau Oceanis 40CC	1996	\$149,000	Catalina 30	1976	\$19,000
Hunter 38	2008	\$199,900	C&C Mega 30	1981	\$9,800
Hughes 38	1979	\$45,000	C&C 30	1973	\$22,900
Dufour Classic 38	2001	\$174,900	Aloha 30	1986	\$42,900
Farr 38	1981	\$60,000	Alberg 30	1976	\$23,000
Tripp 37	1987	\$69,900	Paceship 29	1974	\$21,900
Peterson 37	1986	\$73,900	Hughes Columbia 8.7	1982	\$27,900
Northern 37 Ketch	1979	\$59,900	C&C 29	1983	\$25,000
Bruce Roberts 36	1988	\$69,000	Bayfield 29	1979	\$29,000
Gozzard 36	1988	\$129,000	Grampian 28	1975	\$15,500
CS 36 Traditional	5 FROM	\$48,500	Aloha 28	1980	\$23,600
CS 36 Merlin	3 FROM	\$69,000	Mirage 27	1979	\$13,900
Allied Princess Ketch	1973	\$40,000	CS 27	1975	\$17,000
J105	2004	\$139,000	C&C 27 MK III	2 FROM	\$11,900
Hanse 350	2008	\$169,000	C&C 27 MK I	1973	\$23,000
Goderich 35	2002	\$269,000	Grampian 26	2 FROM	\$7,200
C&C MKIII CB 35	1986	\$69,500	Contessa 26	1975	\$15,000
Mackinaw Cutter 35	1982	\$70,000	Catalina Capri 26	1990	\$23,500
J34	1985	\$34,900	Catalina 25	1980	\$9,500
Hanse 342	2005	\$149,000	C&C Redline 25	1975	\$7,500
Aloha 34	1981	\$48,000	C&C 25 MK II	1981	\$16,000
Morgan Out Island 33	1974	\$34,900	C&C 24	1980	\$8,995
CS 33	1987	\$54,900			
C&C 33 MK II	2 FROM	\$48,900			
C&C 32	2 FROM	\$30,000			
Ontario 32	1976	\$64,900			
Bayfield 32C	2 FROM	\$45,000			
Hunter 31	1984	\$39,900			

Designed by sailors...for sailors.



The **ABACUS** Sail Vest

SALUS

customer service: 1.877.418.9998 tel: 519-579-3131
www.salusmarine.com

Asymmetrical Spinnaker
Super Pricing

See You At the Port Credit In-Water Boat Show

RADIAL HEAD DRIFTER BY LEESAILS

The most powerful sail in a cruising sailor's inventory is the asymmetrical cruising spinnaker. In general, the total sail area is about 25% less than a standard spinnaker, but is still twice as big as a 150% Genoa.



SAVE HUGE ON A BIG SAIL
ENJOY OFF-WIND SAILING AGAIN

905 894 8243
www.leesails.ca | info@leesails.ca

LEE SAILS.ca

PORT CREDIT in-water BOAT SHOW

20th

ANNIVERSARY!

AUGUST 27-29

Port Credit Harbor Marina
Mississauga, ON

NEW & USED • POWER & SAIL • LARGE & SMALL



Explore over a 100 Makes, Models and Sizes of Power and Sail Boats.

Search through the Consignment Tent for Used Treasures!

- Land Displays
 - Live Entertainment
 - Boat Demos
- Speaker's Tent - and lots more!

www.portcreditboatshow.ca

CANADIAN
Yachting



Port Credit
Harbour Marina

the
PORT CREDIT

BIA

Discover your cottage on the water!



Look for Us to...
Buy or Sell



Jack Pady
705 529-1828



Gerry Zidner
705 333-0741

Professional Yacht Sales
& Brokerage Team
Power and Sail

Certified Marine Professionals

- Experience & Quality Service
- Professional Advice & Standards
- Operate by a Strict Code of Ethics

SELECTED LISTINGS

43	Marine Trader 43 Flybridge Hardtop MY	1988	\$134,900
42	Chris Craft Catalina 426 Double Cabin HT	1985	\$109,000
40	Carver 404 Cockpit Motor Yacht	2000	\$175,000
40	Sea Ray 400 Express Cruiser	1994	\$ 99,500
39	Chris Craft 392 Commander	1988	\$ 93,900
38	Bayliner 3870 Motor Yacht	1984	\$ 91,000
37	President 37 Aft Cabin Motor Yacht	1988	\$ 85,000
36	Carver 3608 Hardtop Aft	1990	\$ 92,900
36	Island Gypsy 36 Trawler	1989	\$129,900
35	Cruisers 3570 Esprit	1995	\$ 88,500
35	Silverton 351 Convertible	2001	\$135,900
35	Prowler 10M Aft Cabin Hardtop	1987	\$ 59,000
35	Albin Hardtop Tournament Express	2004	US \$298,000
35	Oceania Sundeck Trawler	1988	\$110,000
34	Marine Trader Double Cabin Trawler	1985	\$ 69,900
34	Sea Ray 340 Sedan Bridge	1986	\$ 49,500
34	Sea Ray 340 Sundancer	2001	\$128,600
34	Sea Ray 340 Express	1989	\$ 38,900
34	Carver Santego Express Flybridge	1989	\$ 89,900
34	Carver 3467 Santego	1990	\$ 89,900
34	Silverton Convertible Flybridge	1992	\$ 68,900
32	Bayliner 3270 Motor Yacht	1984	\$ 41,900
32	Trojan F32	1978	\$ 49,900
31	Sea Ray 310 Sundancer	1991	\$ 49,500
30	Carver Santego 3067	1990	\$ 39,900
30	Sea Ray 300 Sundancer	1986	\$ 27,900
29	Monterey 296 Cruiser	1995	\$ 36,000
28	Pursuit 2860 Denali	1999	\$ 64,500
27	Sea Ray 270 Sundancer	1992	\$ 19,500
26	Nordic Tug Trawler	1992	\$ 89,500
26	Regal 2660 Commodore	2001	\$ 47,900
36	CS 36	1982	\$ 57,000
33	Hunter 33	2006	\$119,000
32	Aloha 32	1983	\$ 34,900
30	Catalina 30 Mark II Tall Rig	1988	\$ 39,900
28	Grampian 28	1976	\$ 12,500
26	MacGregor 26-S & Trailer	1993	\$ 15,000

Sales Representative for



Jack Pady Marine
YACHT SALES & BROKERAGE

PENETANGUISHENE
Tel (705) 549-2628

LITTLE CURRENT
Tel (705) 368-1409

www.jackpadymarine.com

www.yachtworld.com/jackpadymarine

THE STORE FOR MARINE SUPPLIES

FRIENDLY,
KNOWLEDGEABLE STAFF &
USER-FRIENDLY SHOPPING
ATMOSPHERE

LARGEST SELECTION OF
POWER AND SAIL BOAT
PARTS & ACCESSORIES
IN TOWN



LEWMAR



UPGRADE & SAVE

Trade in your old winch
for **10% OFF** a new Lewmar winch.
Only at The Store Mason's Chandlery
until Aug 31st 2010

CHARITY AUCTION

Don't forget Sat July 24 Charity Silent
Auction fund raiser for Ontario Sailing.
Check our website for more info.

Family owned and operated since 1978

1 Port St East Mississauga, ON
in the Port Credit Harbour Marina

(905) 278-7005 • (800) 263-1506
www.thestoremasons.com

On Line Rope Store

THE LARGEST SELECTION OF ROPE AVAILABLE ANYWHERE

**DOCK LINES ~ ANCHOR LINES ~ FENDER LINES
LOW STRETCH YACHT BRAID ~ NYLON BRAID & TWIST**

- We buy in bulk from quality North American manufacturers
- We eliminate expensive retail packaging • We ship direct
- If we don't have it - we can get it • Special orders are welcome
- Dealer inquiries are welcome • Custom Splicing

Log In and receive our monthly newsletters with lots of information and monthly specials.

Have a question? Ask us, we have been in the rope business for over 20 years.

**OUR STORE IS OPEN
24 HOURS A DAY AT:**

**Factory Outlet store
The ROPE Store**
127 Dufferin Ave
Trenton, Ontario K8V 5E2
Tel: 613-771-3213 Fax: 613-771-3214
Store Hours: Friday 10 AM to 6 PM
Saturday 8 AM to 4 PM

www.onlineropestore.com

• Largest Selection

• Both Folding and Feathering

• Unsurpassed German Engineering

The VARI-Family




Consult the VARIPROPELLER experts for the best solution to your needs and budget.
www.variprofile.com

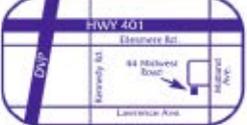
NAUTILUS PROPELLER
 Ph (416) 960-1377 - Fax (416) 960-9112 - email: jesco@NautilusVariprop.ca
 For more information and a quote visit: www.NautilusVariprop.ca

RIGGING SHOPPE

CELEBRATING **40 YEARS** OF BUSINESS!



• Wide selection
 • Approachable expert staff
 • Specializing in sailboat rigging
 • Shopping online or in person!



44 Midwest Road, Toronto, ON, M1P 3A9
 Tel: **416.752.1711** Toll Free **1.877.752.1711**
 E-mail Info@riggingshoppe.com Web www.riggingshoppe.com

BAYVIEW PROPELLER REPAIR



REPAIR & REPLACEMENTS

- Propellers
- Struts
- Rudders
- Shafts
- Gear Cases
- Skegs

We can fix your noisy or loose folding sailboat propeller!

OPTIMIZE YOUR PERFORMANCE
 WITH OUR COMPUTER-ASSISTED PROPELLER SIZING SERVICES

Woodview, ON K0L 3E0 (705) 654-4409 Fax: (705) 654-4611
 Northey's Bay Road (705) 654-3545
www.bayviewpropeller.ca bayview.propeller@sympatico.ca

We Repair What Others Can't!

ANDREWS TRUCKING



The Experts in Yacht Transporting
 Large or Small Power or Sail
 R.R. 4 Niagara-on-the-Lake, Ontario.

No charge Dialing 1-800-263-7140

Make the CL Lifestyle...




....your lifestyle

CL SAILBOATS
CLSAILBOATS.COM

967 HELENA ST. UNIT A FORT ERIE ONTARIO
 T: 905-871-00CL (4625) E: INFO@CLSAILBOATS.COM



Trailers and Cradles

Trailer parts, cradles and launching dollies for power or sail.

Call the EXPERTS

The Marine Cradle Shop

4-66 Bullock Drive, Markham, Ontario L3P 2P2

905-294-3507

www.cradleridetrailers.com

Toronto Yacht Services offers full marine services, from commissioning, winterization, electronics installation, maintenance, repairs and upgrades, to service packages and yacht management, tailored to individual owner's needs.



TORONTO YACHT SERVICES

T: 416.886.9992 F: 1.866.812.6785
info@torontoyachtservices.com www.torontoyachtservices.com

Sails That Bring You Home

www.tallships.ca/sailloft



902-634-9338

Your Cruising Sail Specialists

Bothwell Boatworks Boat Transport

Fully licensed and insured boat transport for Canada and the USA. Air ride low-boy stretch trailers for boats up to 63 feet or multiple boats. Hydraulic trailer service for up to 53 feet. Big enough to do the job and small enough to care. Call Dave.

**20019 Johnston Line
 RR #3**

**Bothwell, ON N0P 1C0
 (519) 436-4984**

E-mail: kopriva@mnsi.net

NAVIGATING WITH GPS SEMINAR

This seminar will introduce you to the versatile Global Positioning System (GPS) receivers that are now common in everyday life.

Within this course you will find simple explanations of the system which makes GPS so effective as a navigational aid, and methods of extracting the maximum navigational information from your equipment.

Improved position information, course planning and real time speed/direction data improves your boating safety and cruise enjoyment.

Take the opportunity to attend a Navigating with GPS seminar in your community.

Canadian Power & Sail Squadrons
www.cpsboat.ca | 1-888-CPS-BOAT



Atlantic Challenge Canada

Atlantic Challenge Canada is part of an experiential educational sailing and rowing program that is open to Youth in communities surrounding Georgian Bay and is based in Midland, Ontario.



2010 International Contest of Seamanship
July 24 -31, 2010
Midland, Ontario

Youth programs running weekly from Bayport Yachting Centre

info@atlanticchallenge.ca • 866.734.9364

www.atlanticchallenge.ca

BRIDGE YACHTS LTD.
 SHIP'S STORE & YACHT BROKERS
 49 Harbour St., P.O. Box 1329
 PORT DOVER, Ontario, Canada N0A 1N0

Freedom to go

19' Walk-Thru

Seabreeze
 OFFSHORE SERIES

TRADITIONAL "down-east" DESIGN
 "stem-to-stern" WARRANTY
 CUSTOMIZED "to your needs"

22' Walk Thru

19' Cuddy

19' Basic Open

www.seabreezeboats.ca Phone: (519) 583-3199
 Fax: (519) 583-3882
 Email: bridge@bridgeyachts.com www.bridgeyachts.com

Vacation with friends

Why have a little fun on your vacation, when you can have TOO MUCH FUN!!

CYOA is enviro-friendly and 100% holding tank equipped

CYOA has been delivering real fun to real people since 1980, along with personal service, beautifully maintained yachts and sensible prices. Included with your charter vacation is the beauty, warmth and excitement of the Virgin Islands. Vacation with your new friends at CYOA and start having too much fun NOW!

CYOA
 YACHT CHARTERS

Sail Cats Power Cats Monohulls Trawlers Bareboat Skippered
 St. Thomas USVI www.cyoacharters.com 1-800-944-2962 (or 340-777-9690)



TAKE A CPS BOATING COURSE

CPS offers courses on marine navigation, required equipment, GPS and radar, weather, marine maintenance, trailering, and VHF radio. Instructors in your community help recreational boaters improve their boating safety knowledge and operational skills.

Still need your Pleasure Craft Operator Card?

All power boaters must have the PCOC Card now. Show off your boating knowledge by getting your Transport Canada Accredited CPS operator card. Sign up for our informative Boat Pro seminar, comprehensive Boating Course or simply write our operator card exam.

Do you have your required Marine Radio Certificate?

The Restricted Operator Certificate is a government issued certificate that allows you to legally operate your marine VHF radio. The certificate is required for all operators of marine band radios.



Canadian Power & Sail Squadrons
1-888-CPS-BOAT | www.cpsboat.ca

Stamping Good News!

FOR ME, it all started with a scale model of Miss Thriftway. Miss Thriftway, U-60, was an unlimited hydroplane that raced in the 50s against Miss Budweiser and her ilk – huge plywood boats that took advantage of the surplus stack of aircraft engines available after WWII.

I was a typical Popular Mechanics devouring pre-teen (“How to build an intercom out of your clock radio” – I actually did that!) and the whole idea of sea fleas and hydroplanes captivated me. The whole thing about hydroplanes was mechanics I could understand. An over-powered 6,000 plus pound boat starts to plane on its sponsons then roars at 125 mph balanced precariously on 6” of sponson on each side and the centre of the prop shaft. That was excitement.

So I saved my allowance and bought a scale model of Miss Thriftway. Which might have been the end of it except in 1959 Canada suddenly zoomed into the picture as a power in hydroplanes. I had never heard of the Harmsworth Cup or Bob Hayward but suddenly the boat and its pilot were all over The Telegram and Weekend Magazine.

Hydroplane racing was huge at that time – the bandleader Guy Lombardo was apparently almost as famous for his Tempo VI as he was for his Royal Canadians. In any case as history records, Miss Supertest III owned by Jim Thompson and piloted by Bob Hayward defeated the mighty Americans in three straight Harmsworth Cup international speedboat series with the kind of impact we might ascribe to the America’s Cup, i.e. a very big deal.

Some years later, standing in the



dreaded thermodynamics lab in U of T’s Mechanical Engineering Building, I got to meet a Rolls Royce Griffon engine first-hand. This stunning, enormous piece of machinery was a 37-litre V12 that powered Spitfires and the like. What I also learned was that this engine was the secret weapon Miss Supertest used to defeat the Yanks. The Harmsworth rules decreed that you need to use indigenous power and since Canada was in the Empire, the Rolls Royce gem was viewed as ‘domestic’ power. The Americans all used Allison engines, which proved no match for the muscular Griffon. That domination would probably have continued for many more years had Hayward not been killed in the boat’s fourth-ever run on the Detroit River retiring Miss Supertest III permanently. He is now commemorated in the renamed Hayward Long Reach near Picton where racing was held in these parts.

The heartbeat of hydroplane racing in southern Ontario was the Toronto Hydroplane Club, formed in the early 50s by the kind of guys that got a kick out

of strapping a frighteningly overpowered engine onto a flimsy homemade plywood boat and racing it on Sunday at the CNE. That club went merrily along its grease-infused way until hydroplanes fell out of fashion due to speed limits, noise and possibly, common sense. The Toronto Hydroplane Club added Sailing to its name and a fleet of more subdued boats to its seawall. Perhaps coincidentally, I joined that club when I purchased a CS22 with my ill-gotten gains from the radio business.

The whole thing came full circle last month when, with the help of the Toronto Hydroplane and Sailing Club’s Board, Miss Supertest enthusiasts convinced the Post Office to create a commemorative stamp. What an appropriate honour – think of the legendary Bluenose on her famous stamp or on the back of a dime. It’s a great way to pay tribute to a superb Canadian boating accomplishment and you’ll undoubtedly be reading about her everywhere when the stamp comes out next year. You can be sure I won’t send a letter without one! 🍷

FEEL THE SPRAY

NOT THE SHOCK AND VIBRATION



SPERRY ASV TECHNOLOGY REDUCES VIBRATION FORCES BY UP TO 40%



PROBLEM:

Running shoes can amplify shock and vibration, resulting in sore, tired joints

SOLUTION:

ASV dampens shock and vibration via the mechanics of lower energy return and Sperry's Lateral Dispersion System



- Proprietary technology specifically designed to dampen shock and vibration
- Sperry's Lateral Dispersion System™ deflects punishing g-forces
- Superior traction through Hydro-Grip Rubber
- Provides enhanced flexibility for greater comfort
- Anti-microbial properties

SPERRY. 
TOP-SIDER

Look inside the ASV Solution™ at sperrytopsider.com/ASV

Every puddle starts
a conversation.



With quattro®, our celebrated all-wheel drive system, all four wheels of the Audi A4 are constantly communicating with each other to help keep you in control under virtually any road condition. It works by monitoring traction at each wheel. The moment one wheel loses grip,

So whether you're driving through ice, gravel, mud, or rain, you can do so with confidence, knowing that quattro will be there to improve performance, and help you maintain control. Thanks to quattro, the Audi A4 makes the most of even the least amount of traction.

it diverts power to the wheels with the best foothold. It does this almost instantly, so you're never even aware it's happening. You just keep driving, calm and in control. What's more, with a 40:60 rear-biased torque split, quattro provides athletic handling in even the most dire conditions.

A4

