

# CANADIAN Yachting



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## Countdown to the Canada's Boat Show Season

**72 DAYs** and counting! Well another year has flown by and the team at *Canadian Yachting* has been extremely busy visiting boat manufacturers all across North America, marine product suppliers in the United Kingdom and advertisers and our readers everywhere.

Meanwhile, our local hero, Derek Hatfield is in third place in the Velux 5 Oceans race, currently 304 nautical miles behind the leader.

My brother, John Kerr, has just returned from the annual general meetings for the Canadian Power and Sail Squadrons (of which he is a Squadron Commander, Penetanguishene Squadron) and the Canadian Yachting Association (of which he is a Director), both hosted in British Columbia. In addition to the brainstorming, the workshops, and, of course, the camaraderie and networking, what made the most significant impact while there was understanding and recognizing the timeless contributions of the many loyal volunteers in both organizations. Boating events across the country attract and sustain many volunteers all year long to organize, market, sell sponsorships, manage logistics and so much more to ensure meetings, regattas, rendez-vous' and cruising outings are successful.

While we have been out and about, both on and off the water, we hope, you, the boater, have hopefully taken advantage of one of the sunniest, driest summers in recent history. Although boat sales were steady, it was boating itself, boat toys and PWCs, accessories and upgrades the kept dealers, chandleries, yacht clubs and marina extremely busy this season.

But there's nothing wrong with the winter, really! You can still muck about on your boat...winterizing it properly and dreaming and preparing for your nex upgrade. And don't forget the boat toys that you can give and get for Christmas. There's a few ideas throughout this issue: books, *Canadian Yachting* hoodies and even some electronics that just might make the cut.

Of course, if you don't get what you want for Christmas, there always an opportunity to go shopping at the boat show. And that's not the only reason to attend. This year, for the first time ever, not only can you get a little summer in your winter, you can get a little Caribbean in your winter. Visit *Canadian Yachting's* Island Village. Meet with island tourist boards and charter companies to choose your next trip south. Enter *Canadian Yachting's* contest to win an all-inclusive Sunsail charter for four to the Caribbean.



Rendering by Sacha Warunkiv

In the meantime, don't forget to checkout [canadianyachting.ca](http://canadianyachting.ca) - CY's new and improved web site. For the racing enthusiasts among us, don't forget to check out [sail-world.com](http://sail-world.com). Subscribe to-day to our weekly newsletter to stay on top of local, national and international regattas. ↗

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# It's Not Just Nice, *it's Paradise*

*Sunset view of Mount Otemanu from thatched roof terrace of private overwater bungalow at Four Seasons resort in Bora Bora.*



*Polynesian wooden sculpture as you enter Bloody Mary's restaurant.*

**S**ince he was seven years old he knew he wanted to spend his life at sea. Now at the tender age of 54 Captain Toni Mirkovic is plying the breathtaking waters of the South Pacific at the helm of the award winning luxury cruise ship, Paul Gauguin. Unlike Captain Bligh of the ill-fated *Bounty*, Captain Mirkovic has gained the respect of his 217 crew and the confidence of his 330 grateful guests. On an eight-day cruise in March, we visited the Society Islands of French Polynesia, an eight hour Air Tahiti Nui flight southwest from Los Angeles, landing in a pocket of the Pacific Ocean seemingly at the very end of the earth. But it proved to be the pot of gold at the end of the rainbow. Quoting Mirkovic, "when I saw the Society Islands from the air I fell in love with French Polynesia...you can't describe the beauty of this area."

Well, I'm going to try. Moorea is a perfect start. My first glimpse of this

island was at 7:15 a.m. while on the bridge with the Captain as the ship cruised quietly into history. The morning mist gave way to Opunohu Bay – scene of the movie *Bounty* recreating Bligh's first meeting with the Polynesian natives. Two towering mountains bracketed the bay acting as a dramatic backdrop to a flotilla of colourful sailboats at ease in the aquamarine lagoon. What first came to mind was the lushness of Moorea. It was the rainy season and the coconut, breadfruit and pandanus leaves waved us on and the intoxicating fragrance of indigenous flowers – tiare, hibiscus and frangipani – perfumed the air. Since the Paul Gauguin was anchoring overnight, guests had two days to explore. One group went with the ship's guest lecturer, a charismatic anthropologist from New Zealand. We travelled deep into the interior of this ancient volcanic island, home to marae or burial sites of the early Polynesians; we

explored rain forests filled with giant vegetation and plucked a few pineapples from vast fields filled with groves. Then just as we were leaving, the sun came out on cue and we gazed upon perhaps the most famous peak on the island, Mouaroa, better known to many as James Michener's 'Bali Hai'.

Back on board I rested in my quiet and cozy stateroom with its seventy square foot balcony, luxuriously appointed beds and ample bathroom.

The day's trek worked up quite an appetite. Each of the three restaurants offered food of staggering variety and creative presentation. After dinner entertainment included performances by Les Gauguines – bronzed beauties with long luxurious black hair seductively dancing to traditional Polynesian music – named after the artist Gauguin who immortalized the natives and their islands.

On the tiny, exquisite island of Taha'a, a 20-minute boat ride from Raiatea (second largest of the Society Island, after Tahiti), a few of us decided to visit a black pearl farm. The black pearl is pure gold to the Polynesians. It's one of their most important exports and its creation is a coveted secret. According to the owner, the only person who knows how to surgically implant the living black lipped Polynesian oyster with the right 'grii' is an expert from Japan. Once the procedure is completed, our host tends the water garden of 20,000 oysters and explains that it takes almost two years for one oyster to produce a quality pearl. (The largest he ever farmed was 19 mm in size and he promptly sold it for \$30,000 US.)

French Polynesia is not cheap. The pearls are no exception. Expensive shops selling rare pearls are found on most islands and the cheaper versions can be bought at the covered stands and stalls in the markets by the main ports of call. These are manned by older Polynesian women, dressed in their traditional brightly coloured clothes who do a brisk trade selling them as well as handmade soaps, hand-carved wood items and ukuleles – a well-loved instrument on the islands.

Every sailor worth his salt knows that the Polynesians were master navigators; when we neared the island of Raiatea, a group of young men raced by in long,



*Tranquility of an award winning spa overlooking private lagoon on Four Seasons resort in Bora Bora.*

double-hulled canoes as fast as arrows shot from the sea. It was a spectacular sight as these canoes glided by motus (or miniature islands) strung like pearls along the horizon suffused in pinks and turquoises by the setting sun.

We had a chance to spend a sunny day on one of them. A tiny Robinson Caruso island, with the requisite palm trees, white sandy beaches, where the ship's staff provided traditional Polynesian food: breadfruit, a variety of local fish cooked in coconut oils and vanilla-laced desserts. Snorkelling, water skiing, swimming and sitting in the warm waters were the preferred sport of the day.

Water takes on a new meaning here. It's almost spiritual. The water god of legend painted the lagoons with the help of his brother, the sun god. Their combined palette, like two old masters, can't be replicated. The temperature is usually around 80 plus degrees and even in the rain it never feels uninviting.

The water god lured us again the following day when we reached Bora Bora (or as the Polynesians say, Pora Pora...their language is so soft to the ear that harsh consonants are never heard).

Time to feed the stingrays and black tipped sharks on the island's famous

lagoon. Patrick, our loin-clothed and tattooed master of the motorboat whisked another group of us away for an afternoon of snorkelling. Coral reefs and their colourful inhabitants captivated us for hours. Patrick gave each of us a handful of shrimp which resulted in the most astonishing display of wave after wave of stingrays literally brushing their velvety bodies against ours and in the near distance a trio of sharks gathered but were less curious than their fellow sea mates much to our relief (or perhaps just mine).

Another watering hole we didn't miss was Bloody Marys. We rewarded ourselves for our shark adventure with the eponymous drinks at the bar and restaurant overlooking the lagoon. The walls supporting the thatched roof are covered with pictures of the rich and famous who drank there including Marlon Brando, whose original home is still on the Bora Bora, next to actor Jack Nicholson's.

Bora Bora provides innumerable opportunities for adventure: circle the island by Waverunner; take an off-road trek to visit cannons still standing in

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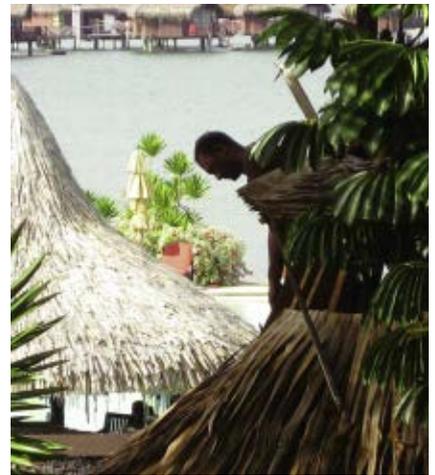
## SOUTH PACIFIC

their original WW11 locations or bunkers constructed by American GIs; rent a glass-bottom boat to enjoy protected views of the lively sea creatures; go diving deep in a submarine or fly high with a helicopter; or, take a leisurely sail visiting the charming and unpopulated bays.

Our final destination was the harbour of Society Islands largest, Tahiti. It's the only commercialized island of the group. The market by the harbour of its capital, Papeete is a must for souvenir hunters....mounds of shells, pearls, paraes (hand-printed cotton cloths), woven baskets, fresh fruit and fish come along. A French atmosphere pervades the labyrinth of streets behind the market where the smell of good coffee and freshly baked croissants and pain au chocolat inevitably lure you in.

I stayed for only one night at the InterContinental Resort by the sea so I didn't have a chance to visit the Gauguin Museum, and the many hand-craft galleries scattered throughout the island. Next time.

But another delight beckoned. I boarded Air Tahiti that day and flew back to Bora Bora (40 minute flight) to spend several days at the Four Seasons Resort. In a word...heaven. Seven beach-front villas and one hundred thatched roof bungalows perch on stilts hovering over the tranquil lagoon and presided over by a bewitching Mount Otemanu. Let's just say that my bungalow made me want to stay there forever; all the amenities one could possibly wish for in a five-star resort including snorkelling gear on my private deck for quiet morning swims before breakfast on my terrace. As luck would have it, the sun god reigned and nary a drop of water from the silenced rain god. The resort is an inspired creation. Children's day care



Polynesian man rethatching pandanus roof of bungalow at the InterContinental resort in Tahiti.

with miniature sinks for short legged kiddies, a teenage private lagoon area with coral reefs, even a chapel for all those love birds. But for me it was the spa. *Virtuoso Life* magazine crowned it number one spa in the world. It's built like a 'temple to wellness' with the Pacific Ocean as the backdrop and the impossibly blue lagoon in front; tranquility pools and glass windows in the floor beneath the treatment beds to watch tropical fish as your body is polished with black-pearl powders; bathing in outdoor tubs filled with coconut milk and tiare petals. Priceless.

There is no question that vacationing in French Polynesia was a dream come true. Besides the beauty and exotic nature of the trip, the Polynesian people were especially gentle, generous and proud. Their past is colourful indeed but their future may be a victim of global economies that threaten to change their remarkable culture and pristine, natural beauty.

Now is the time to visit the land of Paradise even in the rainy season. Some dreams are worth preserving and pursuing. 🏹

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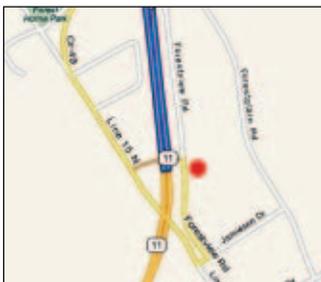


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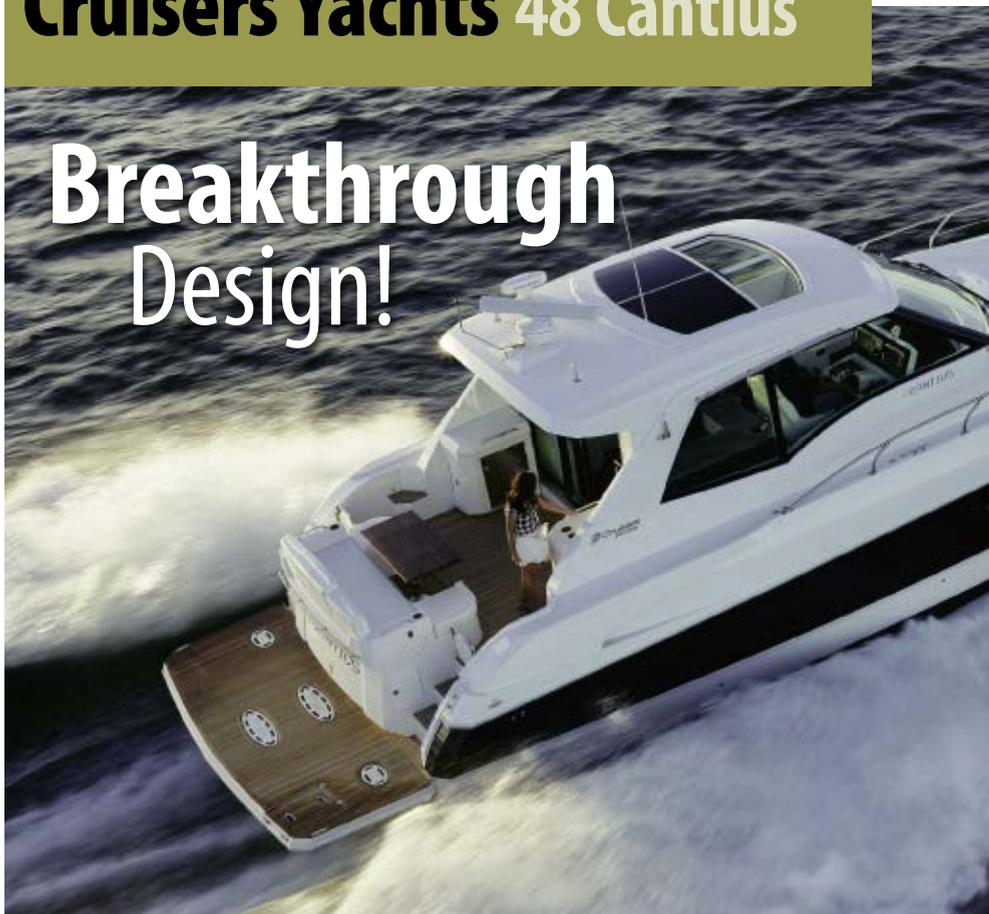
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# Cruisers Yachts 48 Cantius

## Breakthrough Design!



**WHEN LIFE SERVES** you up lemons, make lemonade. The Cruisers Yachts 48 Cantius has so many design innovations that it is as refreshing as a frosty glass of lemonade on a summer's day.

We all know about the lemons; that was the economic downturn that started back in 2008. The yacht business slowed dramatically. In response, the new 470 Coupe model that Cruisers Yachts had in development was halted for a time while the management at Cruisers Yachts waited to see what would happen with the market.

As Jon Viestenz, Product Manager for Cruisers Yachts and Rampage Sport Fishing Yachts explained, the slowdown gave them time to rethink the new 470 design and to spend more time talking to

### SPECIFICATIONS

Length	48'6"/14.8 m
Beam	14'6"/4.4 m
Weight	32,700 lb./14,832 kg
Fuel Capacity	400 gal./1,514 L
Water Capacity	80 gal./303 L
Waste Capacity	50 gal./189 L
Base Price with IPS 600	\$960,110 US

Test boat provided by and price quoted by  
Cruisers Yachts [www.cruisersyachts.com](http://www.cruisersyachts.com)  
Crate Marine Sales [www.crates.com](http://www.crates.com)

customers as well. Their research showed that customers wanted to get away from canvas. They wanted ease of movement and they wanted interior amenities above deck where possible. So, Cruisers had time to make lemonade!

## PERFORMANCE

**ENGINES:** Twin Volvo Penta IPS 600 EVC diesel engines, 336 ci displacement, inline 6-cylinder engines producing 435 hp each, with pod drives and joystick docking.

ENGINE (RPM)	SPEED (MPH)
Idle	4.6
1000	7.2
1200	8.4
1600	10.2
1800	11.2
2000	12.2
2200	14.7
2400	17.8
2600	21.0
2800	24.7
3000	28.2 *
3200	31.2
3400	34.2
3630 (Maximum)	37.3

\*Cruising speed

Performance Data Supplied by Cruisers Yachts



the throttles. We flew to Wisconsin to visit the Cruisers Yachts plant in Oconto, a short distance north of Green Bay on Lake Michigan.

This is more than just refreshing lemonade for boat buyers, it may be hard lemonade for some of the competitors. This 48-footer planes off in 11.6 seconds, tops out at over 37 mph, gets more than 1 mile per gallon cruising at 28.2 mph and it just plain feels different than anything else we can think of when you're on board.

The differences begin at the top. The new cabin hardtop features an expanse of glass with an enormous electric sunroof. There's a pull-out sunshade of course. The roof lines are more angular and crisp than we've seen in some time and the very large side glass and windshield sections have attractive proportions while bringing in incredible amounts of natural light and terrific 360 degree visibility too.

The three-section glass bulkhead door has impressive polished stainless steel frames and it opens up the cockpit to the main deck. The main deck has a large L-shaped dinette on the port side with a handsome, high-gloss, folding, removable table, plus a recliner section where

The original coupe hardtop was changed and the canvas was replaced by a permanent sliding glass bulkhead door. That improves communication and movement, plus the solid locking door meant they could eliminate the sliding cabin door through the dashboard. Since the "patio door" secures the whole boat when you lock it up, the rest of the interior could be opened up in ways not possible before. As Jon describes it, the 48 Cantius is now a two salon boat and natural light streams down to the lower deck like never before.

The 48 Cantius is a radical departure from previous Cruiser's designs but all that extra development time really paid off. *Canadian Yachting* was flattered to be the first magazine to get their hands on

you can stretch out and talk to the people at the double-wide helm seat.

The helm on the test boat (Hull # 1) had a single seat, but production models will have a sliding double helm seat with flip up bolsters and armrests.

The navigational centre design puts two Raymarine E120 wide screens up in clear view. An LCD panel provides data from the twin Volvo Penta IPS 600 diesel engines – the very first Volvo EVC models into the country. Cruisers literally had them flown in to make the public debut of the 48 Cantius.



*Notice the big sliding electric sunroof at the top and the windshield walkthrough that lies just ahead of the dinette. The interior entertainment center is in the foreground and the helm to starboard. The dashboard is open right to the base of the windshield, bringing lots of light to the lower deck.*



## Navigating Insurance

### Safe Storage

When you store your boat for the winter, your insurance should continue to provide full protection. Weather patterns are worsening; seasons are changing. Your protection should be more than an engine flush, a covering and a kiss.

Many insurance companies provide detailed restrictions that limit your boating season and require storage within a specified period of time. Chubb Insurance's Masterpiece Watercraft policy allows boaters flexibility to continue operating their vessels year-round without imposing storage restrictions.

Unlike many insurance companies, Chubb does not exclude losses caused by ice and freezing. While clients are encouraged to safeguard their investments through proper dry-land storage or bubbler systems to keep ice from forming around their boat, Chubb will continue to cover ice-related damage.

"This is another example of how we go the extra mile to protect our clients," says Tanya Eyrum, Assistant Vice President of Chubb. "We obviously want to ensure safe storage for our policyholders' boats, but we still provide coverage for ice or freezing damage."

But how do you keep your boat protected even when it's out of the water? Does your insurance cover you? Many boat owners remove valuable equipment from their watercraft in the off season and store it on land. This can include sails, rigging, cushions, furnishings or any equipment used for the boats' operation and routine maintenance. Chubb fully covers this equipment up to the limits in your policy.

"A Chubb customer does not have to worry about adequate protection for items stored on shore," notes Eyrum. "Our policy is designed to fully cover our clients throughout the year, offering peace of mind and flexibility. While you may only use your boat seasonally, you own it all year."

Chubb invites boaters to visit [www.yacht.controltheoutcome.ca](http://www.yacht.controltheoutcome.ca) to view a 25-item list of questions to evaluate their policies.



[www.yacht.controltheoutcome.ca](http://www.yacht.controltheoutcome.ca)

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

## CRUISERS YACHTS 48 CANTIUS



*The sharp contrast between the Wenge wood finish and white upholstery emphasizes how very bright the lower salon is. Behind the plant is a huge side window making this a great seating area even underway.*

electric sunroof with the glass bulkhead door closed. In came the sun and a little bit of fresh air but otherwise there was no buffeting, no drafts and most remarkable, virtually no increase in noise.

The Volvo Penta engines live below the cockpit sole, accessed through a large hatch. The engine room has an amazing 5' 4" of headroom and there's 49 inches of space between the engines. Cruisers mounted a 15.5 kW Kohler generator between and still got access all the way around. There are four heat and A/C units totaling 64,000 BTUs output. The rigging looked extremely neat and it's a very hospitable engine room, but the best thing was how it isolated the engine noise from the rest of the boat. You need to drive this to appreciate how comfortable it is, even at speed.

It's still good with the glass bulkhead open too. The entertainment center on the starboard side joins with the cockpit port and starboard refreshment centers to virtually give you a second galley. The test boat had a Vitrifrigo refrigerator on one side and an icemaker on the other, plus an electric barbecue grill. The interior entertainment center has a sink, lots of storage, an elaborate bottle rack and an electric lift for the large flat screen television. There's also a Sony audio entertainment system for your iPod, CDs, radio and whatever!

Things get even more surprising when you head down the seven steps to the lower deck.

The dashboard area has been opened up underneath the windshield and side glass to bring in huge amounts of natural light and an amazingly spacious feeling.

There's more than seven feet of head-

These new electronically controlled diesels get a special control box. Built into the new EVC systems are cruise control, an autopilot system and a button that increases or decreases the throttle setting incrementally instead of moving the levers. You can also change the controls to the throttle only mode, single lever mode, or a special low speed mode to assist in docking. Finally, the system also has a station-keeping feature which maintains a stationary position based on GPS coordinates, holding the 48 Cantius in position with little shots of engine thrust directed by the computer – very handy when waiting your turn at the gas docks or for another boat to clear a narrow channel.

Driving the twin Volvo Penta IPS 600s is natural feeling and they are very responsive in this hull. A little poke at the throttle and you're off and running. The response to the steering is equally rewarding and the boat will heal over and carve a fairly tight turn even at high speed. The hull is quite beamy and there is a lot of stability both at rest and at speed. The deep vee design should deliver a soft ride even in the rough stuff.

While driving the boat, we opened the



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## CRUISERS YACHTS 48 CANTIUS

room through much of the lower deck salon. The rich Wenge cabinetry and dark flooring with contrasting white leatherette upholstery adds to the feeling. To starboard is the dinette with a big, fixed side window. This is a great place to sit when running. You get a wide view and a quiet ride.

Opposite is the main galley with an almost home-sized, two-door refrigerator/freezer, a Cuisinart convection microwave, a Eurokera ceramic two-burner stovetop, a large double stainless-steel sink and designer tap set. It's a great galley with drawers for pots and pans, lots of room for dry goods and a pullout drawer for the custom fitted dishes.

In the bow is the guest state room with an island queen berth, port and star-

A separate enclosed head and shower compartment lies aft of that. The queen-sized berth is in the center and a home-sized amount of cabinetry runs along either side. You'll have plenty of room for your belongings, even on an extended trip.

For entertainment, there are remotes for the sound system located throughout the boat, including flat screen TVs and DVD systems in both staterooms as well as a fourth flat screen TV located in the galley area for viewing from the lower dinette.

Exterior details are just as good. The main deck flows right out to the cockpit with a U-shaped aft seat and table for outdoor dining. The aft side of this opens to reveal a cavernous bin where you can store mops and brushes, four large fenders in baskets and other bulky items. On either

side are transom gates leading to the very large aft swim platform. Our test boat had the hydraulic lift version so you can just drive your dinghy on and pick it up.

Once outside, you will discover that the 48 Cantius has well-placed handrails and wide side decks leading to the big forward sun pad. It's not hard to get around the

exterior of this boat but Cruisers Yachts made it even easier with a walk-through windshield section. That section also has an opening panel that just brings in a blast of fresh air if you open it. You also get a remote controlled electric windlass, 200 feet of chain and a big anchor.

This is a boat you simply have to see and drive if you are in the market for a 48. We raise our glasses in a toast to Cruisers – frosty refreshing lemonade naturally! 🍹



*This shot is taken from the dinette looking to the port side. Notice the big stainless steel fridge and freezer, flat screen TV and the expanse of counter with double sinks. It will be a very efficient galley.*

board cedar-lined hanging lockers, storage lockers surrounding the area and three big drawers under the berth itself. Your guests are treated royally with a separate head to starboard and a shower compartment to port.

The master stateroom is just amazing for a boat of this size. There is full standing height throughout virtually the whole area and the big port lights on either side bring in an impressive amount of daylight.

There's a vanity table, makeup mirror and a big sink also with a designer tap set.

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

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# The New Fleet Has Arrived

More Innovation, More Features, Better Design!  
17 Boats Caught Our Eye.



Hanse 376

We love the Annapolis boat show. For those of you who have never made the trip, it's well worth the time and effort. Imagine seeing all the new boats and accessories you'd ever want with a sail focus to boot...all in one place. Of course, the same holds true one week later for the keen power boat community. There is definitely a resiliency in the boating market with more new innovative ideas and concepts than we have ever seen. 17 boats caught our eye!

What follows is this editor's pick on what's neat, new and innovative, most seen at Annapolis and a few not there but on my radar screen. The last issue we jumped the gun somewhat with our feature of the new Beneteau Sense 50 but pardon us for grabbing the scoop. For us, the boats we feature below are 'must see' models at your local dealer or builder.

## Delphia 40.3

I have been a fan of the Delphia boat line from the 'get go' with their unique European style and feel. The new 40.3 is a great performing cruiser that has some wonderful features and great options. With three cabin versions, all with two heads, the spacious cockpit, integrated swim platform and the fixed and swing keel configurations, this boat is perfect for those who are looking for options that best fit their home waters.

LOA	39'2"/11.95 m
LWL	35'6"/10.7 m
Beam	12'11"/3.94 m
Draft	7'5"/2.27 m





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# Where Comfort Meets Performance. The New e36



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At Hunter Marine, our 38 year heritage of design innovation, rugged construction, and dedication to customer value has made us the leader in the North American manufacturing of sailboats and sailing yachts. We've just splashed the latest addition to our lineup – the **e36**, one of SIX new models ranging from 15' to 50', resulting in a 15 model line-up for 2011 – all built here in the United States at our CE certified factory to the highest NMMA/ABYC standards.



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## THE NEW FLEET



Beneteau First 35

### Hunter 18

Hunter has gone back to the future with its move back to a fibreglass construction. Replacing the Hunter 17 it's a bit wider on the beam and features a nice open transom, more powerful sail plan with a neat slab reefing (and even a roller furling jib). This boat has great potential in sailing programs for both junior and adult sessions.

LOA	18'4"/5.5 m
LWL	16'6"/4.9 m
Beam	7'2"/2.1 m
Draft	6'/1.8 m



### Norse Boat 21.5 Cruiser

The new 21.5 expands all the typical features offered up by the shorter siblings to provide a wonderful open cockpit and what they refer to as a "dog house" that can – with optional quarter berths – accommodate a young family of four. The cutter rig is a powerful one with its fully battened mainsail and neat carbon spar. It's light enough to tow. Sometimes the evolution of an idea is not a good one but in NorseBoat's case, they have a winner.

LOA	21'8"/6.60 m
LWL	19'7"/5.97 m
Beam	7'1"/2.16 m
Draft (Board Up)	1'6"/0.45 m
Draft (Board Down)	4'4"/1.32 m



### Catalina 355

Based on the success and features of 2009's 445, the new 355 boasts a wonderful longer waterline than one would expect and a neat lower profile cabin. It's a good-looking boat with a shorter freeboard; the deck layout does not disappoint either. Below it's bright and offers up the neat nav table we featured in our 445 review while the owners cabin offers up a bigger than expect space.

LOA	35'5"/10.7 m
LWL	30'2"/9.1 m
Beam	12'/3.7 m
Draft (Fin Keel)	6'8"/1.8 m
Draft (Wing Keel)	4'6"/1.2 m



### Dufour 405

The new Grand Large (GL) range for Dufour – a returning brand to North America – is wonderfully appointed. A pleasing hull shape and build details make this boat a must consider. Dufour has a proven reputation for well-built, well-organized boats that are a pleasure to cruise and sail. Below the layout is spacious and bright with a 6'5" headroom.

LOA	39'9"/11.9 m
LWL	34'10"/10.4 m
Beam	13'/3.9 m
Draft (Board Up)	5'9"/1.5 m
Draft (Board Down)	6'5"/1.9 m



### Hanse 375

Hanse – whose reputation in Europe is growing of late – launched the impressive new 375. We say impressive because of its styling and because of the early reports on its performance metrics. Hanse continues to capitalize on its unique designs utilizing the best in design engineering resulting in wonderful below deck comfort and great speed. The fractional rig above is complemented by a deep T-keel below and the wonderful cockpit is graced by either a single-mounted oversized steering station or by 'my preferred' twin-wheel configuration.

LOA	37'3"/11.3 m
LWL	33'/10.1 m
Beam	12'4"/3.7 m
Draft	6'5"/1.8 m



### Hunter 50 AC

I just love what Hunter has done with its new aft cockpit configuration taken off the center cockpit version. This pushed back cockpit coupled with the adaptation of the previously launched 39's cabin top is breathtaking when compared to the 50CC. A resulting wide cockpit and twin-wheel steering are wonderful to see on a Hunter. The below decks configuration and layout is superb. This boat is another 'must see' this season.

LOA	49'11"/14.9 m
LWL	47'10"/14.3 m
Beam	14'9"/4.3 m
Draft (Shoal)	5'6"/1.5 m
Draft (Deep)	7'0"/2.1 m



### Jeanneau's Sun Odyssey 409

The new 409 from Jeanneau replacing the 391 fits the market's performance cruiser definition to a "t". Stylish and roomy above and below decks this boat's new styling is reflected in the new cabin top and wonderfully angled port lights. It's no wonder it is a finalist in the 2011 European Yacht of the Year. Down below, the customizable space, features and finish make this boat wonderfully personal and allows for three layouts including a twin head and 3-cabin configuration.

LOA	40'5"/12.1 m
LWL	36'1"/10.9 m
Beam	13'1"/3.9 m
Draft (Standard)	6'10"/1.8 m



### Sabre 456

Though a dealer is not formally here (yet), there are many Sabres sailing in Canada so we had to include this awesome classic boat. Adapted from the 453, I saw this boat being built in Maine in August and the resulting product is magical. Using resin infusion building techniques creating a strong but light hull this boat would easily handle the performance cruiser moniker. Traditional in look and style and modern in performance, the Sabre yard is known for quality and endurance. Its treatments and layout above and below decks are near perfect.

LOA	45'6"/13.7 m
LWL	38'4"/11.6 m
Beam	14'1"/4.3 m
Draft	5'6"/1.5 m



### Tartan 4000

It was a treat to visit the Tartan display. The new 4000 (replacing the 4100) capitalizes on its traditional roots but oozes and integrates new design features throughout. Although Tim Jackett has the respect for the brand and its positioning,

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## THE NEW FLEET

he is never afraid to use new methods, design and technology in creating the new breed of Tartan. The cruise control rig (CCR) is a package of carbon fiber mast, boom, and rudder and infused deck and lead bulb keels. Opulence is a word being used to describe below decks – not a bad take on it at all.

LOA	40'7"/12.2 m
LWL	36'4"/10.9 m
Beam	13'/3.9 m
Draft	7'5"/2.1 m



### Lagoon 450

The new Lagoon 450 Catamaran is a massive 25'9" wide and it's all of that when you look at how much space this generates below. The wonderful deck width makes this a perfect cruising boat and it's no wonder the fleets of cats continue to grow. The fly bridge steering offers great visibility. Light wood treatment below coupled with huge window and numerous ports make the vast interior a more than welcoming place. Below the dining and living areas are graced by the wonderful wrap around windows while the owner's cabin boasts a neat desk, couch and ensuite.

LOA	45'10"/13.7 m
LWL	43'9"/13.1 m
Beam	25'9"/7.6 m
Draft	4'3"/1.2 m



### Beneteau First 30

I love the adrenalin rush you get every time you get close to a beautifully put together racing boat and here the First 30 does not disappoint. Its designers – with America's Cup and Volvo Ocean race experience – is demonstrated through every inch of this boat. Twin rudders, t-keel, and full chine all give this boat performance to burn. Typical of Beneteau, they have not sacrificed below with high quality fittings and bright light wood treatments. Functional furniture and great style complete this boat.

LOA	32'3"/9.8 m
LWL	25'5"/8.4 m
Beam	10'/3.2 m
Draft	6'3"/1.9 m



### Hunter e36

One thing that has separated Hunter from the pack for years was their ability to listen to clients and dealers. The mechanism still seems to be working as evidenced by the new e36. New styling not typical of Hunter in the past is very well done with the unique integration of the extra wide beam almost the entire length of the hull. The window design with its four-panel style is a neat touch and evidence Hunter has its own direction on design. Below the large volume hull presents an interior one would sense to be on a forty-footer.

LOA	35'6"/10.82 m
LWL	30'7"/9.32 m
Beam	12'/3.7 m
Draft	6'5"/1.9 m



### Beneteau First 35

The Farr design team continues to hammer out great boats and the new First 35 is evidence of it. Its race pedigree is well on its way while the styling, performance and layout speak volumes. There is no debate here; this is a performance boat and perfect for an old racer like me who wants to sail fast and enjoy the speed the rig will deliver. Below decks it's a comfortable layout with a three-cabin interior. This boat will be at home rounding marks or cruising to the next anchorage.



LOA	35'7"/10.9 m
LWL	35'/9.3 m
Beam	12'/3.64 m
Draft	7'3"/2.2 m



### Dufour 40e

As stated earlier, Dufour's renewed presence into North America is long overdue and they are making up for lost time introducing another great boat. Entering the mid-sized cruising performance/race niche, the 40e will be at home racing, cruising and entertaining. Simple deck layouts and solid ergonomics are coupled with neat features like a dropdown transom gate/swim platform and optional two- or three-cabin configurations below.

LOA	40'/12.2
LWL	34'9"/10.4
Beam	12'7"/3.7
Draft (Standard)	5'4"/1.5 m



### J111

What can I add to what's been said about J Boats. From the 'get go' they catered to a serious racer niche and the new J111 is a perfect match for the new market, so much so it's rumoured a Canadian Dealer has already sold four boats. If you want solid performance characteristics, the latest in technology attributes, like carbon spars, this 36-footer has your name on it. Easy to handle, and pleasing on the eye, it will not be too long until locals fleets start to build just like they did for the J24. This boat is so versatile it can be handled easily by two.

LOA	36'6"/10.8 m
LWL	32'8"/9.8 m
Draft	7'2"/2.1 m
Beam	10'10"/3.0 m



### Hanse 545

The large boats from Hanse are a wonderful balance of practicality and features at a great value price point. Hanse's new look – to steal a quote from a European journalist – is athletic. Its massive clear and clear deck and huge cockpit with twin steering and open transom has neat control line ducts that run back to the main winches on each side perfectly located by each wheel giving the helmsman full control, all the time. The tall, keel-stepped mast and fully battened mainsail are only outdone by the award-winning interior where the main salon and galley integration are perfect. There are several cabin configurations available.

LOA	53'11"/16.2 m
LWL	47'11"/14.3 m
Beam	16'1"/4.9 m
Draft (Standard)	9'2"/2.7 m





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**\$65.00**

*This Navy Vintage Hooded Popover is made from pre-shrunk 100% cotton fleece. It features a hood with draw cord, flatlock-stitching on raglan sleeve seams, front hand warmer pockets and spandex-enhanced rib knit cuffs and waistband. Taxes, shipping and handling are extra.*



**\$15.00**

*This Navy, Low Fit, Heavyweight Brushed Cotton Twill Cap features a pre-curved peak and a matching adjustable velcro back strap with tuck-in tunnel. Taxes, shipping and handling extra. One size.*



**\$35.00**

*This 20"W x 15"H x 9"D classic tote is made from biodegradable premium 16 oz. cotton canvas and is attractively trimmed with navy. It features double layered reinforced bottom and wrap around handles including an inside zippered pocket for keys, glasses or change. Taxes, shipping and handling are extra.*



**\$50.00**

*This Navy Men's Vintage Half-Zip Fleece Polo is made from pre-shrunk 100% cotton fleece. It features a self-fabric collar and spandex-enhanced rib knit cuffs and waistband. Taxes, shipping and handling are extra. Ladies sizes are also available.*



**\$65.00**

*This Navy Men's Vintage Hooded Zip Jacket is made from pre-shrunk 100% cotton fleece. It features a hood with draw cord, front hand warmer pockets and spandex-enhanced rib knit cuffs and waistband. Taxes, shipping and handling are extra. Ladies sizes are also available.*

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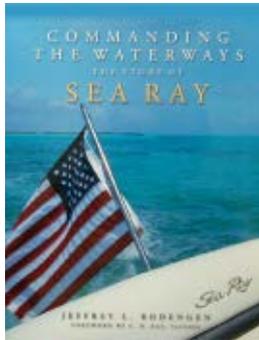
# Commanding the Waterways: The Story of Sea Ray

By Jeffrey L. Rodengen

**TO SOME PEOPLE**, a classic boat has to be made out of wood but today's boater will understand and identify much more with the modern classics in the book, *Commanding the Waterways: The Story of Sea Ray* by noted author Jeffrey L. Rodengen.

How time flies! Sea Ray was originally founded in October 1959 by C.N. Ray and he displayed his first Sea Ray models at the 1960 Chicago National Boat Show. Since then, Sea Ray has become one of the world's largest boatbuilders and in recent

times, has become a cornerstone in the billion-dollar Brunswick Corporation stable of companies.



Demonstrating a keen sense of style, C.N. Ray had the wisdom to hire Jim Earl, son of Harley Earl and their California design studio, Earl Associates to do the interiors of their early boats. Earl was an extremely influential automotive industry designer.

Style has always been a defining element for Sea Ray and their designs benefited mechanically from being among the first to utilize stern drive power plants as

they expanded their boat line all the way from entry-level cottage runabouts to trendsetting yachts of 60 feet and larger.

Longtime Sea Ray designer Jerry Michalak did a brilliant job of keeping the Sea Ray designs fresh year after year, yet 50 years later, you can always recognize a Sea Ray.

Sea Ray began at the beginning of the fiberglass boat revolution and substantially defined the trendsetting styles for the next half-century. *Commanding the Waterways: The Story of Sea Ray* is a rich read, illustrated with countless colour photographs and it will make a great Christmas gift for any modern boat fan, not just Sea Ray owners. ↵

*Commanding the Waterways: The Story of Sea Ray*, By Jeffrey L. Rodengen, Write Stuff Enterprises Inc.



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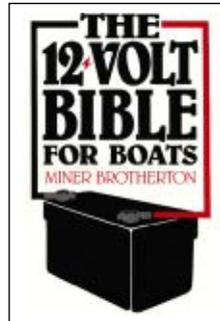
# The 12 Volt Bible for Boats

By Miner Brotherton, Revised by Ed Sherman

**WHETHER YOU**, or someone special to you is a novice or an expert in boating, a sailor or a power boater, virtually every boat has a 12-volt electrical system of some kind...even if it is just your running lights or the ignition on your dinghy engine.



ago for many of us and long forgotten. Reading this book reminds me of how mysterious it all seems when you confront



the back of your panel to check something as simple as a malfunctioning bilge pump.

But then...that's the best reason for having a copy of *The 12-Volt Bible for Boats!* 🙌

Originally written by Miner Brotherton and recently revised by Ed Sherman, the American Boat & Yacht Council (ABYC) assistant director of education, this is a layman's explanation of the mysteries behind your battery and your 12-volt electrical system.

We met with Ed Sherman at the International Boatbuilders Exposition (IBEX) this fall and asked him what he would like to say about *The 12-Volt Bible for Boats*.

"Well...I feel it's a great primer for someone who is totally new to 12-volt systems because our goal was to write this at a level that almost anyone would understand," Ed told us. "Reviewing the fundamental concepts behind this can be very helpful. I think that having a copy onboard your boat can help take the fear out. These are all widely accepted theories and well proven. I think the book helps people to have faith in the science."

From dinghies and small trailerable boats up to million dollar yachts, a 12-volt system is sure to be on board and this book can help you understand it better.

The most valuable information is the theory and science behind 12-volt systems, so the authors have put it right up front where it's most useful and easy to refer to. However, it can be a daunting start. High school science was a long time

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# The Galley Guys Meet the Spice Lady

By Galley Guys Greg Nicoll, John Armstrong and Andy Adams

They say: what you dare to dream, dare to do. Judging from the fact that almost every month, we get a letter from a *Canadian Yachting* reader who is about to chuck it all in and sail off into the tropical sunset, it is clear that we have lots of daring readers!

Quit your job, sell your house, kiss family and friends goodbye and set sail for the adventure of a lifetime. We suggest you give yourself a bit of time to plan and adjust though. It's quite a jump from Bay Street to Montego Bay. Why not start by warming up to the tropics with some amazing island food and a good book?

That is what the Galley Guys are doing by preparing some of the island recipes taken from Ann Vanderhoof's new book, called *The Spice Necklace*. Her first book, *An Embarrassment of Mangoes*, gathered great praise while undoubtedly encouraging more *Canadian Yachting* readers to depart for the Caribbean.

*The Spice Necklace* is sure to do the same. We invited Ann to join us in the galley in August to talk about her travels, tantalize us with a few of her recipes and encourage us with some great stories.

Her adventure began when she and her husband, Steve Manley, devised a five-year plan to leave their high-pressure jobs in Toronto and try out life down south. They bought a sailboat, rented out



*This month, the Galley Guys are joined by author Ann Vanderhoof, whose new book called The Spice Necklace continues the stories of her travel adventures and sensational local recipes that she began in her first book, An Embarrassment of Mangoes.*

their house, put all their possessions in storage and sailed to the Caribbean on the two-year adventure that she detailed in *An Embarrassment of Mangoes*. But it didn't take long after coming back to Toronto to decide on a return engagement with paradise. Six years later, after replenishing the cruising kitty, they sailed back to the islands. Ann's second book, *The Spice Necklace*, which was released in Canada early in 2010, is the story of their



*Ann holds forth on the virtues of the refreshing and versatile christophene (also called chayote) that is used in several recipes. The one in her hand was bought in Toronto – you just have to know where to look!*

adventures on this second voyage.

She was back in Canada this past summer, and the Galley Guys invited her to join us onboard (hoping she would bring along a sampling of her favourite recipes!).

As Ann started unloading ingredients (all available in Toronto, she told us), she described *Receta*, their 42-foot cutter-rigged sloop. "Receta" is Spanish for recipe, which is a

clear indication of their interests. The passage in *The Spice Necklace* that describes provisioning the boat when they originally sailed from Toronto to the Caribbean will amuse any cruiser. She packed every nook and cranny with long-lasting North American canned goods, not truly realizing that of course there would be plenty of places to buy food in the Caribbean – and that it would be far more fresh, interesting and flavourful than the dull stuff stowed in their lockers!

But they caught on quickly enough once they were in the islands. Ann explained to us that food became their way of meeting strangers and making their way into the fabric of island life. As Ann said, "Food is a common language. Ask a question about an ingredient or a dish in one of the local markets, restaurants, or food stands and people want to help. We learned that food starts conversations."

## Happy Hour Blue Cheese Spread



The red bits are Scotch Bonnet pepper being added to some Mango Chow in the foreground. The Happy Hour Blue Cheese Spread is on the back right, Pickled Christophene Cubes middle right.

It sure got the conversation going with the Galley Guys the afternoon of our visit. She brought along a basket of ingredients to prepare four sample recipes for us: Happy Hour Blue Cheese Spread, Pickled Christophene Cubes, Mango Chow and Geera Pork and Lamb. Reflecting the relaxed pace of island life, the dishes Ann picked could all be served

This quick spread became a favourite on Receta when we got to St. Martin, because the store shelves are laden with wonderful French cheeses. I like to make it with creamy, mild Forme d'Ambert, but you can use whichever blue cheese you prefer. Although it's excellent served with slices of firm pear—also imported and available in St. Martin's marchés—for a real island twist, I serve it with thin fingers of christophene (chayote) along with crackers, breadsticks or slices of toasted baguette.

4 oz. cream cheese

6-8 oz. Forme d'Ambert or other mild, creamy blue cheese

1 tbsp. dark rum

1/4 cup chopped pecans

Crackers, breadsticks, or slices of toasted baguette

1 Small Christophene (chayote), Peeled and Sliced

1. Combine cream cheese, about 6 oz. of the blue cheese, and the rum in a small bowl and mash with a fork until mixture is smooth. Taste and add a bit more blue cheese if desired.

2. Cover and refrigerate until just before serving to give flavors a chance to blend.

3. Return spread to room temperature before serving. Mound in a small bowl and sprinkle with chopped pecans. Serve with crackers and christophene slices.

Makes about 1 cup.

Excerpted from *The Spice Necklace: A Food-Lover's Caribbean Adventure*. Copyright © 2010 by Ann Vanderhoof. Published by Doubleday Canada, a division of Random House of Canada Limited. Reproduced by arrangement with the Publisher. All rights reserved.

as finger foods, suitable for almost any time of day and perfect for entertaining new friends and acquaintances who find themselves on your boat.

Her samples instantly sold three

copies of *The Spice Necklace!* The intense flavours are unforgettable and delicious. My favourite was the Happy Hour Blue Cheese Spread, served with crackers and slices of christophene (a pear-shaped rel-

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## Galley Guys



*Ann sheepishly brought out the Pork and Lamb Geera on skewers – you never skewer them in the islands, but we needed a convenient way to warm this dish on the BBQ. That is Port Credit Yacht Club in the background – lovely but far from Grenada!*

ative of squash that's also called chayote). I love blue cheese anyway, but combined with cream cheese and dark rum and sprinkled with pecans, I wanted to make a main course out of this appetizer!

The Pickled Christophene Cubes, Ann told us, are a good accompaniment to cocktails. Seasoned with lime, garlic, onions, peppercorns, mustard seeds, and cilantro, they packed some

real heat, thanks to Scotch Bonnet peppers, a close relative of the habañero. As she put together a bowl of Mango Chow – a quick-to-make hors d'oeuvre that uses under-ripe mangoes – she explained these dishes would be called “cutters” in Trinidad – because they “cut” the hunger when you're having drinks.

The sampling of Pork and Lamb Geera was also mouth-watering. The meat is seared in demerara sugar that's been caramelized until it's dark brown, and then seasoned with geera – ground roasted cumin seeds – and hot pepper sauce. Ann served the pieces of meat on skewers, to be dipped in either a mango chutney or a hotter tamarind chutney.

Clearly, these are unique recipes from the islands, yet Ann has been able to easily locate the ingredients in Toronto, and other large centres are likely as well to have what you need to try out the fabulous recipes from *The Spice Necklace*.

However, the book is also a detailed and compelling story of how Ann and Steve ventured far from the beaten path and into the real island life where they have made many new friends and experienced the sort of Caribbean adventure that so many people dream of. 🗺️



*Ann Vanderhoof is joined by Greg Nicoll (left) and John Armstrong in a toast to the success of Ann's second book on Caribbean island travel and cuisine, *The Spice Necklace*.*

You can get your own copies of either *The Spice Necklace* or Ann's first book, *An Embarrassment of Mangoes* at [www.chapters.indigo.ca](http://www.chapters.indigo.ca), [www.nauticalmind.com](http://www.nauticalmind.com), [www.amazon.ca](http://www.amazon.ca) or [www.thestoremasons.com](http://www.thestoremasons.com).

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tions that can become very tiring. An autopilot doesn't get tired or bored no matter how long the trip. In combination with the other components of your glass helm, your GPS, electronic cartography, display screen and sounder, an autopilot can steer your course so accurately that you will save fuel and reach your destina-

tion more quickly too, leaving you feeling fresh and relaxed.

If you already have an autopilot, you are familiar with the virtues and benefits, but if you've never had one, know that it can make travel by boat a much more relaxing and enjoyable experience. Autopilots are available for sailboats and

power boats in pretty much all sizes above 18 feet. Autopilots consist of five main components: a heading sensor; logic and power circuits; PCU; rudder reference unit; and, a drive mechanism (although some of this is changing).

The convenience, improved accuracy and potential time and fuel savings are significant but the cost of an autopilot is also significant because this is one of the most complex systems on board your



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boat. First, there are several components and these have to all connect from the world of electronics on the helm, to the compass, through various sensors and through the processing control unit which then translates all the input into signals to control the mechanical systems that integrate with your steering gear.

For cruising sailboats to 36 feet, there are autopilot systems that are either tiller-mounted or wheel-mounted at fairly low prices and that are relatively easy to install. But larger below decks systems are needed for larger vessels, or ones that will have to cope with heavy weather. The below decks systems are either linear mechanical drives or hydraulic drives. If you require your tiller-mounted system to manage through a few hours of heavy following seas, you can burn it out.

Remember too, these draw quite a bit of electrical power to operate.

Electrical power to operate an autopilot is usually more available on powerboats. For as little as \$2,000, there are autopilots with mechanical steering systems for outboard and sterndrive boats down to 18 feet, while hydraulic steering systems for larger twin or multi-engine yachts can reach into the \$7,000 range just for the component parts. Of course, autopilot systems scale up for even the very largest commercial vessels!

If you decide to add an autopilot, Ken Harrison at Summerhill CA who represents Furuno and several other electronics brands advises that you should anticipate a similar or slightly greater additional cost to install your new autopilot. This is especially true for sailboats.

The reason is that the drive mecha-

nism has to be solidly mounted and able to exert the required force to steer your boat, especially in demanding and heavy conditions like following seas where it has to counter waves coming in from astern that lift the whole boat and push it sideways.

Not only does the drive mechanism need to be powerful and fairly fast, it has to be very solidly mounted close to the boat's rudder or steering system. In sailboats that were not originally designed for autopilot, engineering and building a new mounting platform can be a major undertaking. Power boats with rudders or drives near the transom may enjoy easier installation.

Ken Harrison commented that if your boat already had a top quality and suitably-sized drive mechanism, you could upgrade the heading sensor at the helm and a few other components fairly easily

and inexpensively while gaining the latest operational features. Roy Shipley at CMC Electronics agreed with that, commenting that the drive can be anywhere from a quarter to a third of the total cost of an autopilot system.

It is not uncommon to find that one brand of autopilot can run another brand of drive system, even older ones. If your drive is well installed and in good condition, you may be able to upgrade the rest. That is important for people upgrading their navigation systems because commonly it's best to stay with one suite (or brand) of electronics to ensure that all the pieces are compatible for full functioning.

Reviewing the autopilot systems, we can start with the drive, either hydraulic or mechanical. The rest of the system needs to be able to control the drive and sizing depends on either hydraulic

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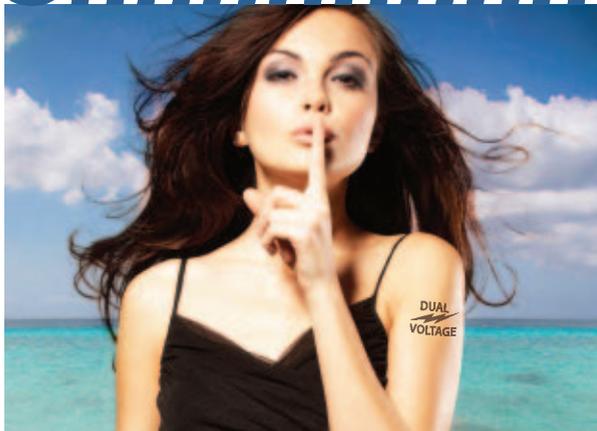


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pumping capacity or mechanical power. Sailboat systems are often sized by the boat's displacement.

The second step is to spec out the course computer based on the drive's current requirements. A small sailboat wheel pilot like the Raymarine X5 may draw just 4 amps while a big linear mechanical drive can draw 30 to 40 amps.

The third component is the electric fluxgate compass. This component is often tricky to locate in the boat to avoid being influenced by other electrical sources. It also should be as low and stable as possible – not in the bow for example. A good fluxgate compass has a rate gyro capability that detects pitching, yaw and sideways drift to deliver better information to the computer.

Your fourth component is the rudder feedback sensor that tells the autopilot what the rudder position is. This item is about the size of a hockey puck, has a connection to the steering system and indexes to send back an electric signal that the autopilot can relate back to the compass heading. Some of the newer autopilots use a complex set of algorithms to eliminate the need for a rudder sensor. The benefit is easier installation and therefore lower cost.

The fifth element is the control unit that you see at the helm. This has a screen that displays the numerical course heading and some control buttons. Press the "Auto" button and the autopilot takes over to steer the heading you are on. The "dodge" button suspends autopilot to free you for evasive manoeuvres; some new units automatically disengage if you grab the wheel.

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*Garmin's GHP 12 is a below-deck autopilot system that features a built-in gyro that maintains precise turn response and control stability. In addition, the integrated rudder feedback makes for ease of installation. And, the GHP 12 offers minimal power consumption to conserve onboard power systems.*

Where people will want to upgrade their old autopilot is to have one that is integrated into the greater suite of navigation equipment on your glass helm. For example, instead of just following a compass heading and suffering windage and drift variations, linking in a GPS enables a "course over ground" program in a series of waypoints. The autopilot can

a course that maximizes efficiency in relation to wind direction.

The most significant development though, is that the best new systems can learn.

Every boat is different and will react differently, as the speed or sea conditions change. The new systems can learn the boat's handling characteristics to increase



navigate to those waypoints, for greater accuracy and reduced fuel consumption.

Some systems connect the autopilot to the main screen navigation program. Then the autopilot can steer the entire voyage, usually giving a beep as you reach each waypoint and asking confirmation to continue.

Another element specific to sailboats is a wind instrument which can help plot

accuracy and safety too. Then, when the autopilot is integrated with the navigational cartography, the best autopilots steer the shortest, most economical course and also achieve the smoothest and most comfortable ride.

You still must keep a close watch, but a new autopilot system can be worth its weight in enjoyment! ➡

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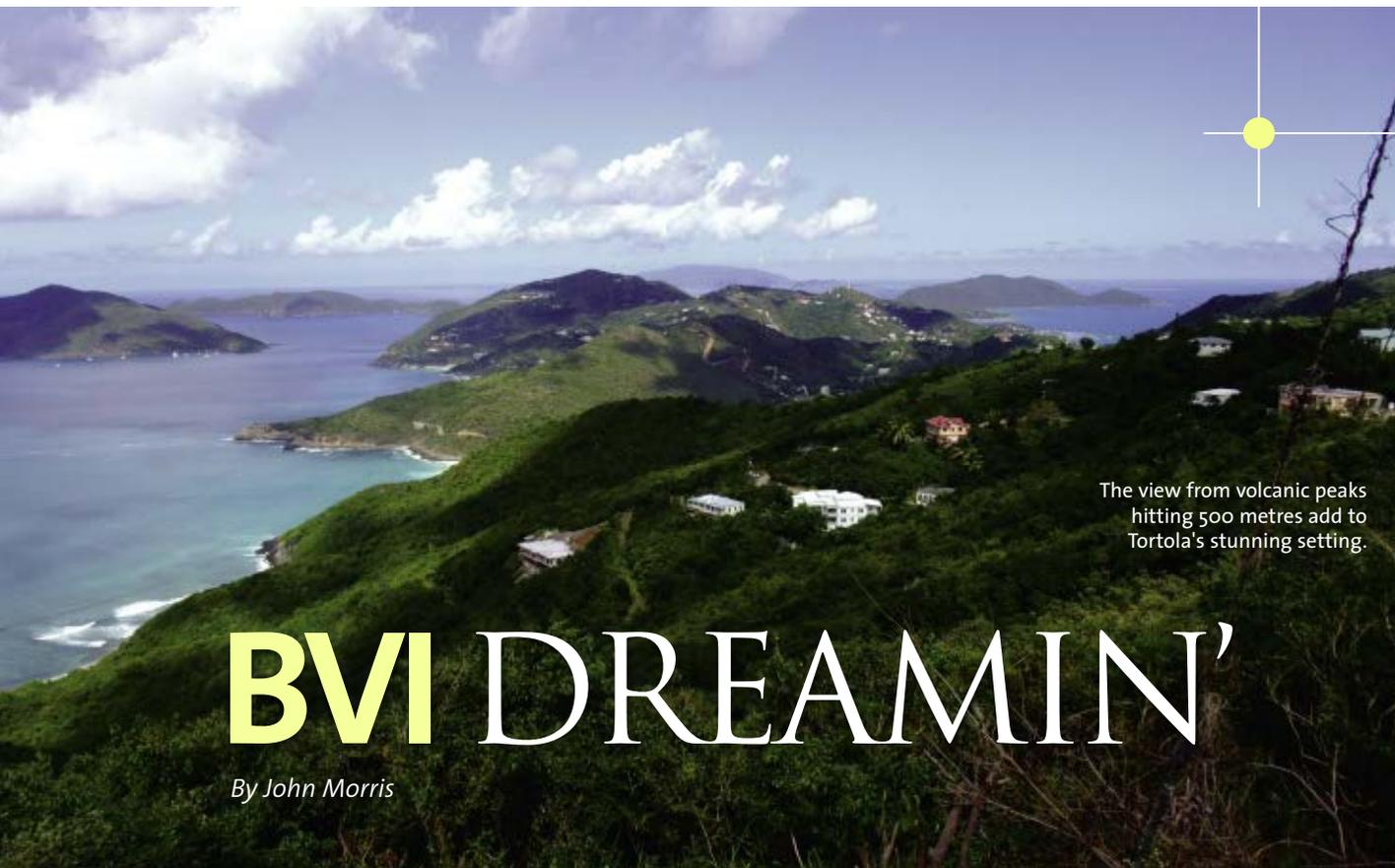
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The view from volcanic peaks hitting 500 metres add to Tortola's stunning setting.

# BVI DREAMIN'

By John Morris

**ALL THE LEAVES** are brown and the sky is grey. Is it time for the BVI Spring Regatta yet?

This summer was a wonderful one - I put a lot of water under the boat, had a ball and it didn't seem to rain on a single weekend! But now the boat is under its tarp and my deck sneakers have that wandering feeling. The pull is stronger than in years past because just before launch last spring, I started my season extra early by taking in the BVI Spring Regatta. And now it's clearly time to make plans for heading down again.

Not, I suppose, that you have to wait until spring to grab that flight south. Cruisers who have done a bareboat or a crewed charter in the Virgins never stop talking about the fun they've had; you have doubtless heard the recounts of clear blue seas, line of sight navigation and wonderful hospitality (and by that I mean crazy bars) in the cays that make up the BVI. I'm sure all that would happily

quell my winter escape needs, but all that plus some hot racing made the Spring Regatta extra enjoyable.

Since your dock mates probably didn't get too far past the long list of rummers, I will fill in some back story detail about BVI. First of all, it's a pretty cool little country with a long British heritage - it's today British territory that's largely autonomous. Small means under 30,000 folks but with thoroughly modern everything. From a boating perspective, the best part is that these people live on a cluster of 50 or so islands, islets and cays arrayed around a small sea called the Sir Francis Drake Channel. The largest island, Tortola is where I spent my whole visit, but there's a vast array of outlying smaller charmers, many of them likely in your winter escape vocabulary like Virgin Gorda and Jost Van Dyke. No shortage of places to spin between, each with great cruising anchorages and so forth - haven't been

there, but the large fleet of boats all over the region certainly supports that notion.

The BVI is a delicious blend of pretty serious racing (I was lucky enough to hook up with the very hardcore IC24 fleet - more on that later), Caribbean shoreside fun and perfect weather.

Before we get on the water, Tortola is the tropical island you see when you close your Canadian eyes in February. This main island (Road Town on its south shore has a parliament, some shops and lots of low key touristy stuff) is about 20 km by 5 with a nice mountainous ridge up the spine. Sage Mountain, the highest peak on the island is more than twice the height of Collingwood's Blue Mountain although skiing is about the farthest thing from your mind in this part of paradise.

The beaches all round the island are perfect as is the fauna and vistas. There are no high-rise hotels - a plus in my view - but



Bomba's Shack is the definitive surfside bar famous for booze, undergarment decorations and famous Full Moon parties with mythical mushroom tea.

there's all sorts of resorts and villas on top of a number of huge charter fleets. There's also some very Caribbean dream bars and restaurants ranging from the surfside uber-rum-shack, Bomba's, to the sublime and yummy Myett's Restaurant overlooking Cane Garden Bay. You need a vehicle to get to most spots and the added thrill of navigating the serpentine mountainous roads is a total bonus.

I was there to report on the sailing, so let's get down to business. The Spring Regatta bases on Nanny Cay, just outside Road Town and the fleet assembles in a picturesque marina. Not as numerous as some of the major Caribbean events in raw numbers, the fleet nonetheless attracts some sharpshooters as well as charter boat funsters and charter boat white-sailors in a broad range of divisions. The fleet includes some beauties like the Reichel Pugh 44, Storm, Equation, an Andrews 68 and a few Canadians boats like Vela Veloce, Richard Oland's Southern Cross 52. There's a contingent of sport quickies like J105s, Beneteau 36.7s and a couple of Melges 32s along with a very nice looking charter fleet with visiting sailors from everywhere. The web site [www.bvispringregatta.org](http://www.bvispringregatta.org) has links to hook you up to charter some fine craft.

The race org is superb, the sun shines and the wind blows like mad adding up to perfect conditions. Attach a full schedule of on shore Mount Gay-fueled hearty partying and you're in shape for a pretty splendid week.

Like any regatta there or here at home, the Spring Regatta benefits from one-design action and it was there that we journalists were dispatched into crews backboned by local host/skippers (thank you Brian Duff!). The unrelenting all-action program took us out for a staggering 21 races over three days featuring windward-leeward courses made

## The IC24

The good news, make that great news, is that the IC24 is the best idea since aerosol pancake mix. Designed and converted in nearby USVI, the story goes that the IC24 was a product of necessity stemming from some storm damage to a local fleet of J24s. Rather than scrap them, sailors designed a new deck mold to fit on the existing J24 hull but it's delightfully different. The configuration is more like a Melges 24 or a Sonar.



Gone is the bulbous J cabin replaced with a cuddy and a wide open cockpit. Sails, rudder, keel, mast are all still stock J24, but the catastrophic need to tack the crew over the cabin and under the low boom is gone. The stanchions are lower since the crew of up to five faces inward - no legs over the rail are allowed and jib (rather than genny) is mandatory. The IC 24 weighs in at 2,550 lbs versus a J's 3,100 so it's quicker to accelerate but somewhat stiffer since the keel is the same resulting in a higher ballast-to-displacement.

The goal is a more genteel one-design and that gets my vote. As anyone who ever raced a J knows (well, anyone over 25) they can be brutal. Sure, I'm creakier than most, but after a day of rolling over the humped cabin top, impaling my nether regions on cleats and having my cheeks scorched by the tweakers on every gybe, this IC24 thing couldn't come too soon. There are fleets in Tortola, St. Thomas, USVI, nearby Puerto Rico and a few other spots. It makes a hell of a lot of sense.

Our hard working, hard partying crew aboard our loaner IC24. Hometown hero skip Brian Duff, Mexican photojournalist Lia Rueda, Argentine writer/foredeck genius and your Canadian delegate, trimmer/humble scribe, me.

extra challenging by an uncharacteristic northerly that blew over the Tortola peaks with some shifty results. Somehow the RC got it right every time and the competition - particularly among the fleet leaders - was fearsome. To add to the experience, the Class sponsored a daily post-racing debrief with the Race Committee to exchange pointers and advice (and beverages); any good fleet works to constantly improve and that aspect was terrific to take part in.

The very winning Puerto Rican skipper Fraitto Lugo eked out just a 1-point win over local hot boat Team Lime in what is a regular class showdown. Our crew learned as we overcame language barriers - Argentine foredeck meets Anglo pit crew - enabling us to nail a third in the last race, sixth overall, and feel like we belonged at least in the mid pack of this extremely well sailed fleet. Constantly tacking on top of us was the other journalist boat skippered by Dante Hodge, a very tal-



Regatta partying included racers and families. Here the kids get underfoot with the dancing mocko jumbie stilt walkers.

ented BVI teenager who has risen up through the KATS program, Kids And The Sea. KATS is a nonprofit program started in the BVIs about 1990 to help teach kids water safety and boating skills.

In summary, this is one terrific experience in a fantastic venue. I could happily slip

down to the BVI for a dose of winter dodging cruising warmth too, but I certainly would love to book my flights for the Spring Regatta right now. ➔



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# A RATION OF Grog

By Mark Stevens

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**FROM THE UBIQUITOUS** red shirts and baseball hats with the yellow map of Barbados emblazoned on them - the secret code of serious sailboat racers worldwide - to the Royal Navy tradition of serving up a thick, syrupy and brain-befuddling concoction daily to her sailors, it seems like rum and boating are synonymous.

For what sailor worth his salt doesn't savour a ration of grog? Almost a moral imperative.

Since one of rum's first names was Barbados Water, it seems like the perfect starting point for our voyage of discovery.

A moss-covered stone mill built for extracting cane juice crouches beside the ruins of a plantation house. From here you can look north and almost see the plantation where they distill Mount Gay Rum.

Guests of the Mount Gay Visitor Centre are welcomed at a Bajan chattel house nestled beneath a brace of palms. The forty-five minute tour includes an audio-visual presentation inside a replica rum shop and a sample tasting.

They have been making rum since before 1703 and have garnered more than thirty international tasting awards in the process.

Soon after Columbus introduced sugar cane to the West Indies, Europe acquired a

near-addictive taste for the substance. Somewhere in the process, quite by accident, a plantation owner discovered that the leftover juice fermented quite nicely when mixed with water and left in the sun.

Enter rum, though it's good to remember that all rums are not created equal.

"Premium aged rums are complex spirits," says Appleton's PR director Catherine McDonald. "Check the colour and clarity. Then the aroma. And you can tell the best rums by the finish - a sort of explosion on the palate that lasts for several seconds."

Appleton is the oldest sugar estate and distillery in Jamaica. Rum production here has been authenticated to 1749 but the estate dates back to 1655.

By 1657, rum had become popular throughout the New World. It was known as rumbullion, rumskullion or kill-devil. By the end of the seventeenth century it was a staple of the Royal British Navy.

That's where Pusser's, official purveyor of the fiery libation to the Royal Navy until 1971, takes centre stage. In Tortola they've turned Pusser's - a corruption of the term 'purser' (shipboard guardian of said ration) - into a cottage industry.



And you can't call yourself a true member of the yachting fraternity until you've imbibed a Painkiller (think Pusser's et. al.) at Soggy Dollar bar on nearby Jost Van Dyke.

Unless you survive instead a ration of River Antoine Rum in Grenada. Called euphemistically 'overproof', you can use this stuff to clean paint brushes, but the distillery itself offers up a fascinating tour of traditional rum-making.

And in the event you don't survive, there's always one more nautical tradition you can share. According to legend, when Lord Nelson died they shipped his body home to England in a cask of rum to preserve it. When the ship made landfall Nelson's remains remained. The rum was gone.

Some still call rum "Nelson's Blood." Ration of blood, anyone? 🐾

# LOOKING FOR VINCI IN ALL THE Wrong Places

Steep rugged mountains make for a rollercoaster hike.

By Mark Stevens

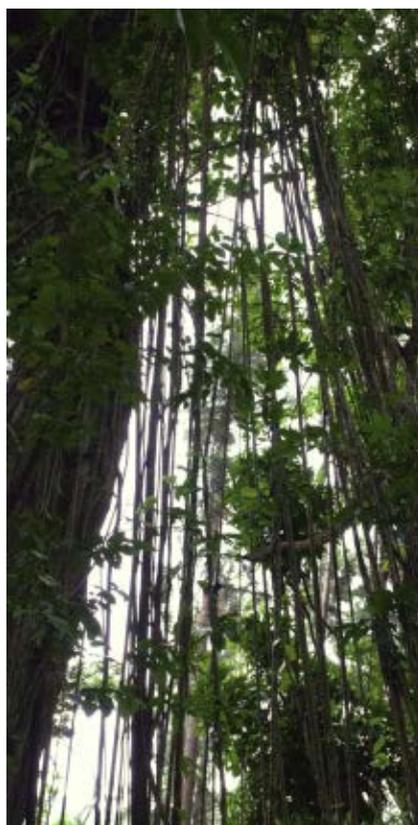
**SHOULD HAVE** gone with your first impulse.

Just outside the elegance of the reception office at Young Island Resort in St. Vincent, crown jewel of the Grenadine Islands in the southern Caribbean, are two perfectly happy Vinci parrots, perched lazily on tree trunks in very nice cages.

Just as happy as you, these birds, lodged - like you - in a luxury resort that Johnny Depp used as a pied-à-terre while filming the first "Pirates of the Caribbean", that Bill Gates fully booked for his millennium celebrations. Think poolside, hillside and ocean-front villas, private plunge pools, secluded gazebos overlooking fieldstone seawalls nuzzled by errant waves.

But no. You decided you're going to do the Indiana Jones thing. You're going to discover the national bird of St. Vincent and the Grenadines on its own turf.

So you find yourself standing at the dock waiting for the water taxi at five a.m. you find yourself standing on a gravel road in the middle of nowhere at 5:30 waiting for a couple of islanders, machetes in hand, to hack



Liana vines turn this forest into a Tarzan movie set.

the branches from a ficus tree that blocks your way. The trunk is bigger than a glutton's gut. It's not going anywhere.

You muscle yourself over it and trudge forestward, past subsistence farmers growing

edos (a kind of potato) and callalou on red earth terraces carved into the sides of nearly vertical slopes, past a couple of grazing cows, past a tree-tethered donkey who brays in complaint.

You know how he feels. The Vermont Trail is one of the most spectacular on a mountainous volcanic island that boasts no shortage of spectacular trails. But you're wondering about the breakfast menu back at Young Island.

You are looking for Vinci in all the wrong places.

On the upside, Mr. Andy Lockhart, superintendent of St. Vincent's National Parks, is your guide. He is a walking textbook of flora and fauna. If anyone knows where to find Vinci, it is this fellow in the lime Parks shirt, khaki pants and no-nonsense hiking boots.

The path snakes for roughly two miles through the ten-thousand-acre reserve, rising and falling, switching back upon itself; it



Parks superintendent Andy Lockhart scans the forest looking for Vinci.

splashes through meandering streams.

"Level three hike, maybe," says Mr. Lockhart. Vertical of five hundred feet, but after all the rise and falls, it's more like five thousand feet. And you know in your heart it's at least a level six. Maybe seven.

Even so, the views are worth it, the company pleasant, and this guy knows every single tree in here - along with stories of islanders' use of the various herbs. But no sign of Vinci.

A gaggle of roosters congregates at the trail head. Whistling Warblers serenade you. You pass orchids in bloom, heliconias and pink ginger looking downright sensual. Then Mr. Lockhart slams to a halt. Hear that? That's Vinci.

The only things you hear are your own laboured gasps and the bass-drum thumping of your heart. You negotiate steep slopes where bromeliads dangle from fortress trees whose roots spread out fifteen feet from their trunks. You slash liana vines - set decorations for a Tarzan movie. You scramble down wooden steps past Sarinette trees with their

characteristic red and black beadlike berries.

"Jumbie beads," Lockhart calls them. They make jewelry from them. Some say they are the eyes of jumbies - ghosts, he adds, a twinkle in his own eye.

At long last you descend a steep wooden stairway and, looking across a vast valley, finally see sky. The mountains on the other



The Vinci parrot resting comfortably at Young Island Resort - the right place to find it.

side are shrouded in mist, giving a surreal quality to the green cotton ball blossoms of ten different varieties of trees.

Did you tell them we were coming? You ask, scanning the skies and looking at

where he points. Two little black specks that could be anything soar far overhead. Mr. Lockhart ignores you.

"Stupid birds," you mutter. And you still have to make our way back to the pumpkin-painted interpretive building at the trail head, where the old growth rainforest gives way to plantation growth. For a walk in the park this is no walk in the park.

Then the sun breaks through, burning off the mist. You have sweat on your sweat.

The St. Vincent Amazon parrot is a beautiful bird, no doubt. One sign says there are only about five hundred of them living in the wild. Two hundred live here.

But it hardly seems worth the effort. A heroic quest has degenerated into a glorified - if admittedly glorious - rainforest hike, one you could have taken anywhere. Anywhere on St. Vincent, anyway.

Later that day, back in civilization, you stop at the Botanical Gardens. Here they breed the Vinci parrot. Here you see them up close and personal. Here you curse Mr. Lockhart as much as your own stupidity. But you make friends with these birds for they are much more approachable than the rather standoffish specimens encountered earlier.

Much later, back at Young Island Resort, you limp over to the comfortable cages where they have two perfect specimens; they've resided here since before the ban on possession came into effect. You spend half an hour watching them do dinner while you inhale appetizers from a poolside table, courtesy of the weekly manager's reception.

A waitress in a floral blouse interrupts the interaction. Dinner is served.

And in that moment you see the error of your ways. You've been looking for Vinci in all the wrong places. 🐦

Million dollar retreats are a feature of the Abacos - like this gem on Man of War Cay.

# CHAMPAGNE Cruising

By Mark Stevens, Photos by Sharon Mathews-Stevens

**IT'S 11:59 P.M.** on New Years' Eve and I'm ensconced like a king on his throne in the cockpit of a sailboat.

The clock strikes twelve and a hundred ships' horns shatter the night. Cheers echo across waters that shimmer with the Christmas lights strung from the railing of the candy cane lighthouse.

The sky explodes in a display of fireworks. Sound waves roll over dunes that rise up between the village and the pink sands of the beach inside Elbow Cay Reef.

My wife and I uncork the champagne in the cockpit of Farewell Bend. The fizz tickles our noses; the tart flavour teases our tongues.

We're celebrating New Years' on a Jeanneau 36', a Sunsail charter boat we've booked from Marsh Harbour in the northern Bahamas' Sea of Abaco. We're sipping champagne tied to a mooring ball in Hopetown Harbour, a town that time forgot.

An hour later we dinghy ashore and join a procession of partiers for a celebration that happens only on Boxing Day and New Years' Eve, transforming a usually staid specimen of the Loyalist values that have characterized this island chain since the American

Revolution into a Bahamian Bacchanal.

Welcome to Junkanoo.

Blacks and whites together march through the streets, following a pickup band clad in African costumes, belting out syncopations and street beats on goatskin drums. The followers call out en masse in a rhythmic chant.

Happy New Year. Happy New Year.

Next morning we dinghy back to shore. We savour the taste of homemade quiche and we sip fresh ground and brewed Costa Rican

coffee at the Hopetown Coffee House.

At the end of the dock an empty champagne bottle lies on its side.

It is both a sign and a metaphor.

Our first day - my birthday - ended at a coral-painted picnic table at Nippers's on Great Guana Cay. Nipper's is famous for its weekly pig roasts.

We missed the barbecue, but one lobster and two Bahama Mamas were sufficient consolation. We'd adjusted our clocks to island time and we'd crossed the Sea of Abaco, one of the most unique passages in the North American tropics. Winds were a perfect ten knots out of the southeast - starboard tack close-reached in flat water. A lazy and peaceful two-and-a-half-hour jaunt - the Bahamian equivalent of a day sail in the middle of June. Only the calendar said December 28.

Happy Birthday to me.

*Flashback to November.* I discover Silver Donald Cameron's *Sailing Away from Winter*, opening the pages to the section on the Abacos.

Stock up on provisions and local folklore that the little grocery store at Great Guana



Champagne cruising. The kind of sailing you get in your dreams.

*Fast forward, six weeks later:* the passage from Great Guana Cay to Treasure Cay.

We make for a well-protected anchorage where mansions ring the lagoon and populate Pineapple Point. A short dinghy ride and an even shorter walk and we're on a pristine crescent of talcum powder sand. National Geographer Traveler has rated the beach at Treasure Cay one of the world's best.

Today is our wedding anniversary and dinner tonight - despite the restaurant - will be pork tenderloin on the Force Ten in the light of the full moon.

And champagne.

But right now the winds rush out of the northwest at eleven knots, over water painted lime green and aquamarine. The boat is gently heeled; the palms and casuarinas dancing over the approach to Treasure Cay loom dead ahead, Great Guana falls off the stern. And Farewell Bend loves it just as much as we do, making six knots on a summer afternoon halfway between Christmas and New Year's. Silver Donald Cameron is correct. We are champagne cruising.

The perfect conditions, the amazing colour of these waters, mesmerize me. Then I look down at the depth meter. My heart skips a beat.

Twelve feet. Decreasing quickly. Panic sets in. I yell 'prepare to come about' in a choked voice. And then I remember a basic fact. Twelve feet of depth is commonplace as opposed to catastrophic.

We are in the Bahamas, a corruption of the Spanish for shallow seas. And the shallowest part of these seas is right here, in a stretch of water they call the Abacos. Both selling feature and cautionary tale. Waters the colour of heaven, true, but also potential threats.

We pull into Great Guana Cay and look for an empty mooring ball. Think I spot one but it's not a ball. I realize my error too late. The boat shudders. Stops.



Marinas like Orchid Bay on Great Guana ensure you don't have to catch a mooring ball.

Two kinds of sailors out there. Those that run aground and those that lie about it.

Luckily the tide comes in and we float off painlessly.

Orchid Bay Marina is beautiful. Tied safely off, we watch another boat enter the harbour. It heads up to that selfsame marker, strings a line to it and spends the night aground. Blissfully unaware. At Man 'o' War Cay we watch a boat - shipping a full keel - zoom through the narrow passage. They grind to a stop with a painful groan.

A towboat chugs out an hour later, kedges them off.

Then there's the opening to Hope Town on Elbow Cay. Err to the starboard, inside Parrot Cays, and you're in five feet of water. Miscue to port and you're up on Eagle Rock. Here hazards to navigation are part of history. One of the earliest local occupations was wracking - salvage rights to grounded or shipwrecked vessels.

According to one tale, the church minister at Hopetown, his pulpit facing the sea, saw a ship run aground, instructed his congregation to bow their collective heads in prayer, and promptly took off. The pulpit faces inland on the new church. But you just have to befriend your charts - small price to pay for the treasure you'll discover here.

A bit reminiscent of BVI's Drake Passage: quick jaunt to the next anchorage; cerulean waters; flat seas protected by the surrounding archipelago. But there all similarities cease. Highest point in the Abacos is one

hundred and twenty feet. And depths are twenty feet tops. And Abacos are a lot closer.

The Abacos are one hundred seventy miles from north to south, but the most popular cruising ground is from Green Turtle Cay to Marsh Harbour. This area, roughly five miles across and twenty miles long, includes the best known overnight spots: Great Guana and Man of War Cays, Hopetown and Tahiti Beach on Elbow Cay, and Little Harbour, Marsh Harbour and Treasure Cay on Great Abaco Island in the west.

Each cay is the perfect hors d'oeuvre, ideally paired with a champagne cocktail.

On our last morning I get up and nod at the skipper of the boat moored beside us: older fellow, big bushy beard, mahogany skin. A Canadian flag flutters off the stern. The skipper lifts his coffee cup in a toast.

"Pulling out?" I yell.

"Maybe." He squints into the morning sun. "Maybe not."

I don't have that option. Still, we are in no hurry, sailing back to the Sunsail base on the second day of the new year. We fly the jennie, main still flaked, steady on a broad reach. I've got the autohelm on and I hold hands with Sharon.

Forget about velocity made good. I've adjusted my biological clock to island time.

And I've developed a taste for champagne. ↵



By Mark Stevens, Photos by Sharon Mathews-Stevens

**IT IS SO HOT** in Codrington, Barbuda, even the chickens are napping. Then the afternoon explodes in sound.

Around the corner come people swaying their hips in time to a band, one musician grinding out chord roots on a bass, a drummer pounding cross-rhythms.

And you find yourself bopping to an island groove they call Calypso.

Music spills from bars and festivals across the Caribbean like rum from overfilled glasses. It defines place, it characterizes each individual

island, it is a potpourri of sounds that runs the gamut from reggae to fungi.

Reggae defines Jamaica. Hear a strain of "One Love" and you are transported.

Blue Danube Tours in Jamaica offers a Bob Marley expedition that includes his birthplace and his grave, with a side trip to the Marley Museum in Kingston. "Almost everywhere you go you will hear music," says Blue Danube proprietor Ray Watkin. "It is the heartbeat of our lives."

Growing out of ska and a sort of Jamaican blues called bakra, reggae exploded in the 1960s. Spearheaded by Bob Marley and the Wailers, it has spread across the Caribbean, spawning artists who adapted the distinctive beat and the political and religious undertones to their own countries.

One place it landed was at the Dune Reserve on Anguilla's south coast, at "Moonsplash" an annual March tradition brought to you by reggae star Banky Banx.

Once inside the gates, you are surrounded by a throng of people, their faces glowing in the light reflected from the stage, all swaying to the music. The rhythms seep into your bloodstream. You've been infected with an island groove.

And this is but one Caribbean genre.

Calypso began in Trinidad. So did steel drum music - particularly during an oil boom here after World War II when fifty-gallon oil drums were a dime a dozen. Trust the Trinidadians to find music even there.

"Friends told me to expect music everywhere I went in Havana," says music writer Willard Manus. "It was."

Stroll downtown Havana when the sun goes down and jazz assaults you wherever you go. In fact, there are no less than ten winter jazz festivals across the Caribbean sea.

If you're not so sure about jazz, go ashore in the British Virgin Islands and introduce yourself to a musical concoction known as fungi. It is, when you first hear it, outlandish.

One musician plays a calabash, another scrapes a washboard, another blows through a saxophone. You think you've got it down to calypso then you hear something that sounds like a hymn; you think it's a sort of reggae then by the next bar it seems to be a regimental march.

Fungi is a popular dish in BVI - a sort of stew made from spices, cornmeal and whatever else is laying around. The music shares that name - and those characteristics.

"Both are one big cook-up," says Fungi master Elmore Stoutt, a high school principal turned politician.

Part of finding the rhythms of the islands is listening to the rhythms of the islands.

They are infectious grooves indeed. 🐸

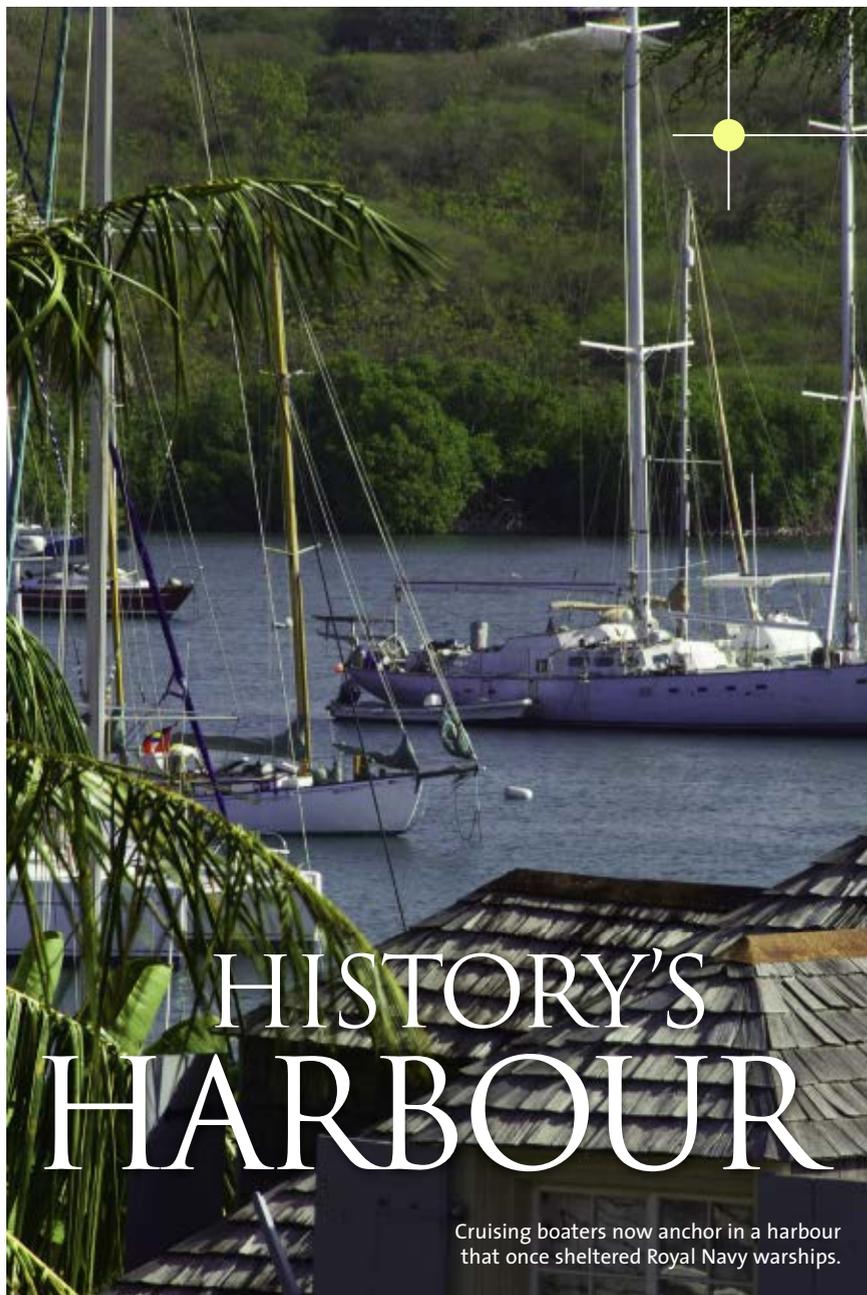
# St. Maarten Heineken Regatta

“Serious Fun”



31<sup>st</sup> St. Maarten  
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# HISTORY'S HARBOUR

Cruising boaters now anchor in a harbour that once sheltered Royal Navy warships.

*By Mark Stevens, Photographs by Sharon Matthews-Stevens*

**THE SUN BREAKS** over the cactus-studded slopes of Shirley Heights, spotlighting the wooden crosses of a two-century-old cemetery, bathing in a scarlet-hued glow of the crumbling battlements that still stand sentinel over the opening to Antigua's English Harbour.

It rises higher, illuminating villas and a

beach that fronts on waters that glitter like a sugar-glazed donut.

It crests the three-hundred-foot precipice and gilds the face of the Copper and Lumber Store, silhouetting palm trees, casting their shadows on cedar shake roof shingles, on brick walls that once served as ballast for ships-of-the-line who made port here on their mission to guard the Leeward Station - ground zero for the Royal Navy's Caribbean fleet.

Dawn has arrived over Nelson's Dockyard, Antigua's most-visited tourist attraction; dawn has arrived over History's Harbour.

For me it was to be a port of embarkation, but the winds off the Pillars of Hercules are blowing at twenty-five to thirty-knots and ten-foot waves assault the shore. So "Mana", our chartered Sunsail boat, will have to wait one more day.

But it's a win-win scenario for me.

Sunbeams transform the fronds of casuarinas trees into feathery boas, accoutrements for a courtesan; they cast prisms onto the dew-laden blossoms of Poinciana trees.

A sloop has tied bow-in to the seawall here, its crew trying to bustle, but failing. They make their desultory preparations with many breaks, with much sitting down. They laugh a lot and finally release their lines and cast off.

The sloop glides through waters ruffled by a breeze, frothed gently into a surface delicious and gentle as cake icing. But once outside, past the walls of Fort Belvedere, its bow leaps and dives as it crashes into the surf.

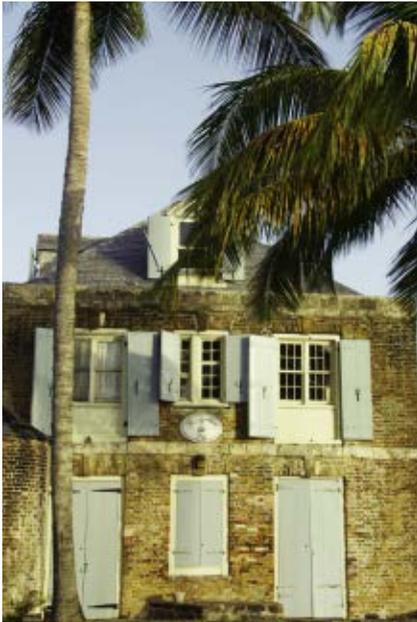
Later in the day we venture further afield. We soak up history at the Dow Interpretive Centre. We gaze seaward from the precipice that is Shirley Heights. Elizabeth Mason of Antigua's Tourist Board gestures expansively with her arm, she points to the summit of Bogy Peak.

"This was the first lookout," she says. She indicates Guadeloupe off the southern horizon. Its outline is a diaphanous blue mirage. "They would build a signal fire in the event of a French attack and each high point on the island would telegraph it with a line of signal fires until they received the message in St. John's."

No cannons rumble today, no square rigs of invading fleets mar the waters below.

Only the wind calls out here, only two white triangles mar the blue expanse, bobbing like corks in a washing machine.

Back in Nelson's Dockyard I listen to the



The ballast of erstwhile merchant ships were transformed into the brick walls of English Harbour buildings.

that still litter the walkways near the water, turning warships upon their keels to scrape the hulls of barnacles; the curses of slaves who built so much of this dockyard.

At the museum housed in the naval commander's house I imagine I can hear the agonized screams in the recreated gun deck of a battleship, painted blood-red. I imagine I can hear the wailing of the dying, for this was once known as the Englishman's graveyard - for more exiled seamen and soldiers died from malaria than from the depredations of the nearby French.

I might even hear the grumbling of Lord Nelson himself, for he hated this place, even though it was named in honour of his sojourn here at the end of the eighteenth century.

Perhaps he never lounged in a big wooden chair watching tourists stare in awe at the wealth of history here in the world's only surviving Georgian dockyard. Perhaps he never experienced the likes of this marmalade cat who strolls over to nuzzle my hand, returning later to stretch out for a late-afternoon nap.

No doubt Nelson never inhaled the aroma of fresh croissants wafting from the dockyard bakery nor savoured the roasting

sing-song cadence of two young locals coming in to work, a duet of indecipherable patois.

The interlude segues into the murmur of ladies setting up their wares in the market outside the walls, the percussion clatter of silverware as white-shirted servers at Admiral's Inn bring orange juice and breakfast to early tourists and boat people. Bananaquits flutter above the tables, waiting to steal bits of toast, chirping in irritation when their goals are quashed.

But there are ghost sounds here too: the weeping of the loved one of an officer who died in a duel quayside; the moans of sailors wrestling lines and manhandling capstans



Sun dapples the facade of the Officers' Quarters.

smells emanating from the restaurant in the Officer's Quarters.

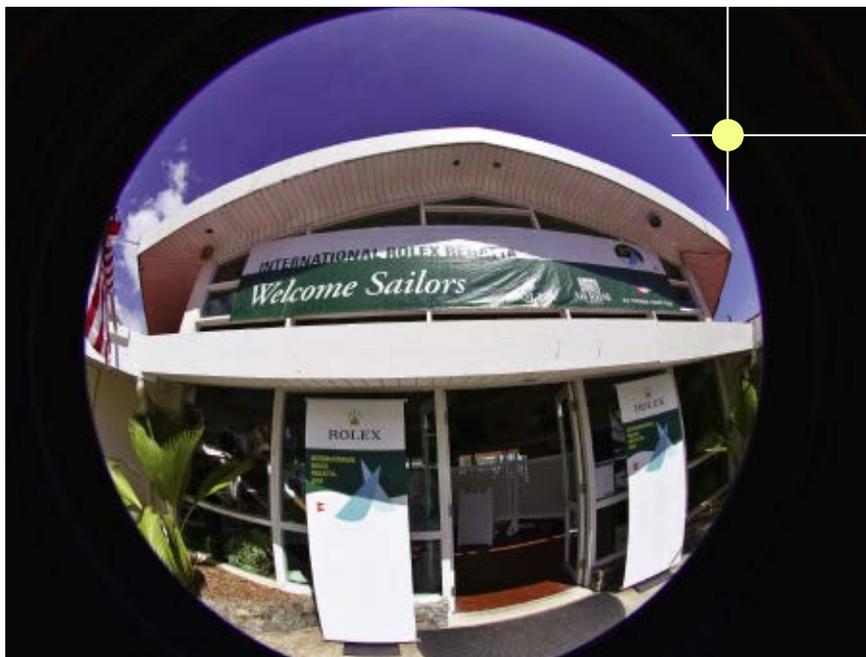
He may never have imbibed rum from the cobblestone patio of the Galley, with its rough scarred wooden bar, its sailor's-eye view of an ex-pat cruiser scrubbing down his hull perched precariously on the gunwhales of a barely seaworthy wooden dinghy, nor shared a toast with the members of the Royal Tot Club, who take over the Galley as shadows grow long, saluting the Queen in voluble speeches and much consumption of vintage English Harbour grog.

I am certain he missed the Shindig back up at Shirley Heights - even if it is the Caribbean's longest-running party - watching the twinkling harbour lights, dancing to the tones of a steel drum band on ancient cobblestones, sipping rum punch, dining on jerked chicken and corn on the cob.

And I'd bet an admiral's ransom that Admiral Nelson never stood here like me, following with my gaze, the stroll of the sun across the sky at the end of a day in the life of History's Harbour. 🐾

English Harbour is home to the Sunsail base - and provides docking for innumerable sailboats from schooners to cats.





Some yacht clubs feature stuffy sitting rooms and starched collars; others focus on sailing and sunshine. Where would you rather have your next post-sailing Dark n' Stormy?

crewmember clocked in to give us a crew weight of 838 pounds—safe! Given that the forecast called for lighter-than-average winds, this felt like a good thing.

Twenty-four hours later, however, those twelve pounds were sorely missed as Red Dog, Williams' IC 24—a modified J/24 that is the Caribbean's most competitive class—bashes into 18 knots and steep, three-foot seas near the starting area. "There's another drink you owe me, Tyler!" exclaims Olin Davis, our bowman, as an errant wave soaks the foredeck. While the water might be warm here, Davis and Max Nickbarg—our spinnaker trimmer—expect great results and a dry ride from their skipper.

Rice nails the pin-favoured downwind start of the Town Race as Davis and Nickbarg pop the kite exactly on queue. We settle into the six-plus mile sleigh ride along the island's southeast coastline to Charlotte Amalie as Nickbarg and Williams keep the sails powered up. Rice keeps the wind indicator pegged due astern as we surf down the stubby seas. Despite our efforts, we can't shake the competition. The entire fleet is sprinting within a few boatlengths of each other, with minimal

# SKINNY SAILING

## A look at the 2010 Rolex International Regatta at St. Thomas

By David Schmidt

"IC24'S HAVE A CREW weight limit of 850 pounds and there are five of us," said Tyler Rice, a high school senior from St. Thomas, USVI, and my skipper for the 2010 Rolex International Regatta during a pre-race phone call. "We did some math last night and we all need to lose some weight before weigh-in."

Thus began a time of thirst and hunger but the trade off was compelling: ten days of sacrifice for the serious fun of sailing in a legendary Caribbean event. Plus, an opportunity to race with dialed-in high-school seniors and the boat's skilled and gracious owner, Mike Williams, ensured a good time. 2010 marked the 37th Annual Rolex International

Regatta at St. Thomas, with 66 boats racing in seven classes to compete for four Rolex timepieces. Walking into the clubhouse for weigh-in, I was impressed to see scores of volunteers diligently making last-minute preparations as warm breezes filled the open-air clubhouse.

Our moment of truth came as our last

*Maximus* pops her kite during one of the many laps sailed; consistent performance and team shirts helped this team win their share of races.





Lime nails her spinnaker set. J/24 sailors:  
Note the modified deckplan on the IC24!

passing opportunities. Even as we enter our first mark rounding, miles later, there's virtually no fleet separation.

The RC divides the first day into three longer races - the downhill sprint to Charlotte Amalie, followed by two upwind races back to the YC - each of which features unusual course shapes and uses the coastline and the surrounding smaller islands to add challenge and opportunity, especially on the close-winded legs.

"OK guys, we're sailing windward-lee-wards today," announces Rice as we sail to Great Bay, which is northeast of the YC, for the start of Day Two's racing. "The race committee wants to get in eight races today." The

powerful Caribbean sun drums down on the racecourse, whose flat, island-protected seas are being combed by twelve-knot breezes. The starting line is short, and, as Rice executes a great boat-end start, I spot the windward mark, maybe a mile to weather. An offset leg, perhaps three boatlengths long, and a leeward gate are the only other course features. It's obvious that while yesterday's racing was interesting and scenic, today is dedicated to thoroughly grilling each crew. Here, one tactical error, a bungled maneuver or a missed shift tests preparation and concentration: serious inter-island sailing talent populates this fleet and recoveries are virtually nonexistent. We return to the dock that evening exhausted and sun-baked.

By Day Three, sunburns and chapped lips are taxing the sixty-five odd IC24 sailors as we amble over to Nazareth Bay and the start of Race One. The RC wastes no time in

commencing the starting line samba. We're soon rifling through beats, sets and drops in an animated blur of staccato-style sprints, this time on a racecourse that's punctuated by slappy seas and land-influenced shifts. The biggest challenge - besides staving off the fleet's heavy hitters - is keeping pace with the RC's schedule as energy and attention spans lapse. After seventeen IC24 races, there's no doubt that Puerto Rico's Fraitto Lugo (Orion) earned his Rolex - which he gifted to his trimmer, Milton Gonzalez - or that the RC gave sailors in all seven classes a full-value racing experience.

Staggering up the dock, wasted from weight loss, an overdose of Vitamin D, and so much sailing, I realize that it's the mark of a great regatta when a cold beer, a comfortable chair and shade become life's biggest desires. And perhaps a real meal...but only after reliving the weekend's excitement with friends ashore. ↵

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## ENGINE ROOM

By Glen Cairns

# Bow Thrusters, Not Just For the Big Boys Anymore

**SOME OF MY FIRST** sailing experiences were with my girlfriend's father on his 28' sloop. All went well until we returned to his slip and made that awkward turn to pick up a floating dockline. At that point, my skipper would transform into a red-faced sputtering Captain Bligh while I frantically tried to decipher his yelled instructions.

No question about it, docking can be one of the most nerve-racking parts of boat ownership. Not discouraged by my earliest experiences, I purchased a heavy ocean-going ketch and we sailed thousands of miles together, including a transatlantic crossing. I have to admit that my most unsettling moments were not at sea, but around the docks, including a memorable incident in Florida involving a concrete piling and a posh yacht club. With a turning circle like a freighter and negligible reverse, docking in tight spaces was never easy. I'm sure my own experience is no different from boat owners confronted with today's crowded marinas, most of which are designed based on the assumption you can turn your boat around in not much more than its own length and under almost any conditions. Would that it were so!

Not that long ago bow thrusters were found only on large ocean-going vessels or mega yachts; in the last 20 or so years

they've become more efficient and compact in design and are now being fitted to smaller boats.

Trailer cruisers such as the Rosborough 246 are often fitted with thrusters; in the case of Ranger Tugs, their 25, 27 and 29 are now all equipped with

both bow and stern thrusters.

Modern twin outboard installations put the motors so close together that the maneuvering advantage of twins is mostly lost. Companies such as Grady White routinely fit thrusters to their boats. Boatbuilders are realizing that taking the pucker factor out of docking adds immeasurably to boating enjoyment and of course sales. As Don Hood of Imtra (distributors of Side-Power) said to me recently, "Pleasure boating should be pleasurable".

Today, thrusters are increasingly being installed on sailboats. Beneteau's new "Dock & Go" system was a hit at the recent US Sailboat Show in Annapolis. Utilizing a joystick control which synchronizes a pivoting propeller driven base unit with a bow thruster, the 50' demo boat was maneuvering easily in a 60' by 60' space, much to the appreciation of the crowd which no doubt included a large number of nervous dockers.

Installing a thruster on an older boat can be a significant investment. But, how often have you heard of people selling



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## ENGINE ROOM

their boats because they don't use them enough. "I only went out 4 times last year and it worked out to \$1,000 a trip....". Well if the operation of the boat becomes less stressful, then your family will want to come along, you'll use the boat more and the dollars per hour of boating will go down. A boat tied to a dock is really a poor investment.

Graham Toms of Payne's Marine (distributors of Lewmar) says he has been selling thrusters for boats as small as 25 ft., although most are in the 30-40 ft. range. Graham points out that it is important to discuss your needs with the installer to be sure your boat has enough room. Some boats, both sail and power, do not have sufficient depth forward for the thruster tunnel, which needs to be at least 1.5 times its diameter below the surface. If this is not possible, one of the retractable thruster units may be the answer.

Another issue is your boats' electrical system and battery capacity. Electric thrusters are power hungry critters and usually require dedicated batteries. If these can be located close to the thruster, so much the better to avoid long lengths of heavy cable. Have your installer inspect your boat and if he doesn't ask the right questions perhaps you should shop around a little more.

Here I should mention that while doing it yourself is not out of the range of a very capable boat owner, you are cutting a rather large hole in your boat and this is probably best left in the hands of a professional. Ask around the marina to see what others have experienced with different products and installers. YouTube has some excellent videos showing thruster installation. Viewing these will help you understand just what is involved.

Choosing the right thruster for your

boat can be confusing. Make sure you are comparing apples to apples when looking at different units. The length, displacement and style of the boat are all important factors. A low profile express cruiser will use a smaller unit than a boat with a flying bridge, particularly if it has the popular canvas enclosures which create a huge amount of windage. Single or twin prop is another consideration. Most of the smaller thruster units are singles and the propeller is designed to push more thrust over the hub than outwards to compensate for interference. Since the labour for installation is 50-65% of the cost, saving money on the thruster unit itself is a false economy. An undersized unit is both a waste of money and potentially dangerous.

Perhaps the most useful option is a remote control unit. With some practice, single-handed docking can be made easy as the thruster can be used to hold the boat in position while getting lines ashore and secured, thus facilitating a no-jump landing.

Something new from Side-Power is their variable-speed, battery-powered bow and stern thrusters. These units allow control of the thrust strength which until now, was only possible in bulky and expensive hydraulic thrusters. With variable-speed, the remote control unit can adjust thruster strength in 10° increments. This allows for low power use of the thrusters to hold the boat in position. Right now these units are targeted at larger yachts as an alternative to hydraulic systems; however we can hope that in the near future this technology will be applied to smaller units. Certainly the direction of the boating industry is to ever more user-friendly boats with integrated systems. If these changes get us out on the water more, then the investment will be well worth it. 🐾

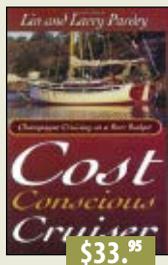


## Lori's Picks: 6 Great Books for the Avid Boater

### Cost Conscious Cruiser

By Lin and Larry Pardey

The pleasures and adventures of cruising under sail are amazingly affordable, say Lin and Larry Pardey. But to keep your dream on budget, you have to decide: Are you a cruiser or a consumer? In this book, they discuss making your get-away plans, finding a truly affordable boat, keeping your outfitting costs and maintenance time under control, and learning to feel confident as you cruise farther a field.

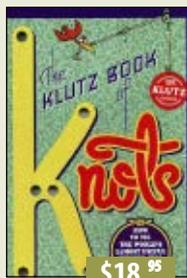


\$33.<sup>95</sup>

### The Klutz Book of Knots: A Step by Step Manual

By John Cassidy

When it comes to knot-tying, are you missing the boat? This is a step-by-step guide on how to tie the world's twenty-four most useful hitches, ties, wraps, and knots. Carefully selected from a total of over 4,000, these are the All-Stars, the knots you need in the daily battle with the self untying shoe lace, the dirt-level clothesline, the pop-up trunk lid and the rest of the modern everyday forces of chaos.



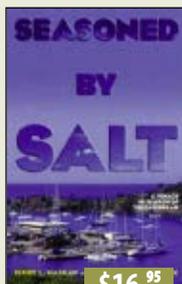
\$18.<sup>95</sup>

But the Klutz Book of Knots is more than just a written guide. It's also a tool, meant to be used as well as read. Each of the board pages is specially die-cut so that the knots can be practiced directly next to their illustrations. It is, in short, a book you can really get wrapped up in.

### Seasoned by Salt: A Voyage in Search of the Caribbean

By Jerry L. Mashaw and Anne U. MacClintock

The authors of *Seasoned by Salt* have lived out a fantasy. They took a leave of absence from 'real' life in Connecticut and set sail for the tropics. Along the way, they sailed angry seas near Bermuda before reaching the British Virgin Islands and heading south to Grenada. They each recount their fears and adventures from a different perspective, which makes for compelling reading.



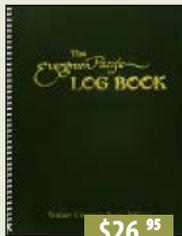
\$16.<sup>95</sup>

### Evergreen Walker Common Sense Log Book

By Milo & Terri Walker

After years of boating in the waters of the Pacific Northwest and years of frustration in trying to find a log book that met their boating needs, Milo & Terri Walker of Seattle designed their own.

With tabbed sections for vessel information, a cruising log, maintenance & fuel logs, a radio log with May Day instructions & VHF requirements, and vessel inventories for emergency equipment, spare parts & lights, their log book became an instant success.

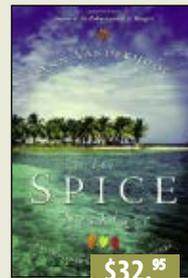


\$26.<sup>95</sup>

### The Spice Necklace: A Food-Lover's Caribbean Adventure

By Ann Vanderhoof

Spices and herbs are the heart and soul of Caribbean cooking, adding more to the pleasures of the table here than perhaps anywhere else. In *The Spice Necklace*, award-winning food and travel writer Ann Vanderhoof embarks on a voyage of culinary discovery, as she follows her nose (and her taste buds) into tiny kitchens and fragrant markets, through rainforest gardens and to family cook-ups on the beach, linking each food to its traditions, folklore and history.



\$32.<sup>95</sup>

### Ultimate 2011 Calendar



\$21.<sup>95</sup>

The 29th edition of Sharon Green's Ultimate Sailing Calendar takes you on a global ride with unique perspectives and compositions of the sport. Sharon and her invited contributors have proven again, 'they shoot to thrill'. In pursuit of the 'ultimate sailing' photographs, they hang from helicopters 25+ miles offshore, cling to chase boats and muscle with underwater housings. Each edition of the calendar brings the best images of the year in yachting competition.

The calendar includes 24 photographs, 2 for each month featuring the 505 Worlds, Audi Med Cup, Middle Sea Race, America's Cup, International 14 Worlds, Key West Race Week, Louis Vuitton Trophy and Maxi Worlds.



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## SELECTED LISTINGS

48 Silverton 48 Convertible Motor Yacht	2004	\$459,000
46 Bertram 46.5 Convertible	1981	\$185,000
43 Marine Trader Flybridge Hardtop MY	1988	\$124,500
42 Silverton 42 Convertible	2006	\$475,000
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 3888 Motor Yacht	1990	\$ 87,500
37 President 37 Sundeck Aft Cabin -Diesel	1987	\$ 99,000
37 President 37 Sundeck Aft Cabin	1989	\$ 89,900
36 Island Gypsy 36 Trawler	1989	\$119,900
36 Sea Ray 360 Flybridge Sedan	1980	\$ 43,900
36 Regal 360 Commodore	1985	\$ 38,900
35 Albin Hardtop Tournament Express	2004	US298,000
35 Cruisers 3570 Esprit	1995	\$ 88,500
35 Doral Boca Grande 350 MCi	1991	\$ 69,900
35 Chris Craft Catalina	1977	\$ 39,500
34 Carver Santego Express Flybridge	1989	\$ 84,500
34 Silverton 34 Aft Cabin	1994	\$ 84,900
34 Silverton 34 Aft Cabin	1993	\$ 68,900
34 Silverton Convertible Flybridge	1992	\$ 68,900
34 Sea Ray 340 Sedan Bridge	1986	\$ 44,500
32 Trojan F32	1978	\$ 44,000
32 Carver 32 Aft Cabin	1987	\$ 39,800
32 Regal 320 Commodore	1992	\$ 38,900
32 Bayliner 3250 Conquest	1982	\$ 38,900
32 Bayliner 3255 Avanti	1987	\$ 34,900
31 Four Winns Vista 315	1989	\$ 33,900
30 Doral 300 SE	2000	\$ 62,500
30 Prowler 9M	1990	\$ 44,500
30 Sea Ray 300 Sundancer	1987	\$ 32,500
30 Sea Ray 300 Sundancer	1988	\$ 31,900
30 Doral 300 Prestancia	1989	\$ 28,900
30 Sea Ray 300 Sundancer	1986	\$ 25,900
29 Tiara 290 Sport Boat	1991	\$ 39,000
29 Regal 292 Commodore	1997	\$ 42,000
29 Monterey 296 Cruiser	1995	\$ 36,000
28 Pursuit 2860 Denali	1999	\$ 64,500
27 Maxum 2700 SCR	1995	\$ 23,900
27 Sea Ray 270 Sundancer	1992	\$ 19,500
24 Bayliner 245 Ciera	2005	\$ 29,900
39 Corbin 39 Aft Cockpit	1982	\$ 98,000
36 Nonsuch 36 Catboat	1985	\$128,000
36 CS 36	1984	\$ 59,000
34 S2 10.3	1984	\$ 38,000
33 Hunter 33	2006	\$109,000
32 Contessa 32	1975	\$ 39,000
28 Aloha 28	1978	\$ 23,900
26 Nonsuch 26 Classic	1984	\$ 44,000

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T-Volvo Penta D12 715HP Diesels  
\$459,000



1981 Bertram 46.5 Convertible  
T-Detroit Diesels 8V71T1 435HP  
\$185,000



1988 Marine Trader 43 FB HT MY  
T-275HP Lehman Diesels  
Reduced \$124,500



2006 Silverton 42 Convertible  
T-Volvo Penta D6 370HP Diesels  
\$475,000



1984 Bayliner 3807 Motor Yacht  
T-Mitsubishi - Chrysler Diesels  
Reduced \$79,900



2000 Carver 374 Voyager  
T-454 Volvo Penta Inboards  
\$149,000



1988 Carver 3607 Aft Cabin M.Y.  
T-7.4L Mercruiser 340HP Inboards  
\$79,500



2001 Carver 356 Aft Cabin  
T-7.4L Volvo Penta 310HP Inboards  
\$169,900



1997 Regal 322 Commodore  
T-454 Mercruiser 300HP Bravo III  
\$59,500



1982 Corbin 39 Aft Cockpit  
53HP Perkins 4-108 Diesel  
\$98,000



1985 Nonsuch 36 Catboat  
46HP Westerbeke Diesel  
\$128,000



1984 CS 36 Racer/Cruiser  
33HP Westerbeke 4 Cyl. Diesel  
\$59,000



2006 Hunter 33  
3GM Yanmar 29HP Diesel  
Reduced \$109,000



Nonsuch 26 Classic  
21 HP Westerbeke Diesel  
\$44,000

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56'	2000	Sea Ray 560 Sedan Bridge	\$459,000	41'	2000	Sea Ray 410 Sundancer	\$187,900
53'	2005	Carver 530 Voyager Motor Yacht	\$439,000	40'	2006	Sea Ray 40 Sundancer	\$289,900
54'	2010	Sea Ray 540 Sundancer NEW w/Zeus	Call	40'	1987	Labelle Trawler	\$94,900
52'	2009	Sea Ray 52 Sundancer	\$825,000	38'	1989	Carver 3807 Aft Cabin	\$89,900
52'	2008	Cruisers Yachts 520 Express	\$669,900	37'	2004	Four Winns 378 Vista	\$154,900
52'	2007	Cruisers Yachts 520 Express	\$599,900	37'	1990	Silverton 37 Convertible	\$59,900
50'	2005	Sea Ray 500 Sundancer	\$470,000	33'	2001	Silverton 330 Express Bridge	\$99,900
48'	1990	Sea Ray 48 Sundancer	\$174,900	31'	2009	Sea Ray 310 Sundancer	\$169,900
46'	2001	Sea Ray 460 Sundancer	\$295,000	29'	2006	Sea Ray 290 Sundancer	\$90,000
45'	2006	Silverton 450 Convertible	\$499,900	28'	2001	Sea Ray 280 Sundancer	\$59,900
44'	2008	Sea Ray 44 Sundancer w/Zeus	\$529,900	<b>Skyline Marina Trade-Ins</b>			
44'	2008	Sea Ray 44 Sundancer	\$479,900	18'	2003	Sea Ray 182 Sport Bow Rider	15,900
44'	2006	Sea Ray 44 Sedan Bridge	\$399,900	33'	2006	Regal 3350 Sport Cruiser	\$134,900
44'	2006	Regal 4460 Express w/IPS	\$349,900	35'	2008	Sea Ray 350 Sundancer	\$259,900
41'	2005	Carver 410 Cockpit Motor Yacht	\$269,900	37'	2010	Sea Ray 370 Sundancer w/AXIUS	\$318,900
41'	2003	Sea Ray 410 Express Cruiser	\$199,900	58'	2008	Sea Ray 58 Sedan Bridge	\$899,900

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<p><b>2009 Cruisers 415 Express</b> \$ 399,000</p> <p>New boat from the factory! List is \$649,000! Twin Diesels, Washer dryer Central Vac, Air Conditioning</p>	<p><b>2008 Cruisers 395 MY</b> \$ 275,000</p> <p>New boat from the factory! List is \$565,000! Twin Diesels, 3 Flat se TV's Central vac, Air Conditioning</p>	<p><b>1995 55 Neptunus MY</b> \$ 339,000</p> <p>Canadian made - one of the most luxurious yachts on the market. Exception quality that needs to be seen.</p>	<p><b>1987 37 President MY</b> \$ 69,900</p> <p>This yacht is in spectacular condition. Priced for fall season bargain hunters</p>	<p><b>2008 Carver 41 Cockpit</b> \$ 369,900</p> <p>Has every factory option plus more. A better equipped boat will be hard to find.</p>

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46 Beneteau 461 2001	169,900	33 Tahiti Ketch li 1999	64,900
43 Hunter 430 Legend 1995	92,000	33 X-102 1984	24,900
43 Stocum 43 1983	139,900	32 Aloha 32 1985	34,900
42 Catalina 42 Tri-Cabin 1992	117,900	31 Beneteau 31 2008	96,900
42 Beneteau 423 2005	199,900	30 C&C Redwing 30 1969	16,500
41 Carib 41 Center Cockpit 1970	47,995	30 Cal 9.2 1981	6,900
41 Hunter 410 2000	125,900	30 Cape Dory 30 Ketch 1977	28,500
41 Morgan Oi 41 Ketch 1973	39,900	30 Catalina 30 1984	29,900
39 Beneteau 393 2002	129,900	30 Express 30-1 1982	19,900
39 C&C 39 1973	64,900	30 Hunter 30 1977	10,900
38 C&C 38 Mkiii 1986	67,900	30 Hunter 306 2005	69,500
37 Beneteau 373 2004	139,900	30 Mumm 30 1997	84,900
37 Heritage 1-Ton 1976	19,900	30 Newport 30 Mkii 1987	26,900
36 Catalina 36 Mkii 1999	89,900	30 Newport 30 1978	14,900
36 Robinhood/Cape Dory Cutter 1995	159,000	29 Bayfield 29 1987	26,900
36 Bob Perry Union 36 1979	48,900	29 Bayfield 29 1988	33,900
35 Beneteau First 35 1980	34,900	29 C&C 29 Mkii 1983	22,900
35 C&C 35 Mkiii 1983	48,500	29 C&C 29 Mkii 1984	25,900
35 Ericson 35 Mkii 1973	21,500	28 Albin Cumulus 28 1980	8,900
35 J/35 1984	29,900	28 Newport 28 Mk li 1986	14,900
35 J/35c 1991	99,000	27 Catalina 27 1978	5,995
35 Peterson Ganbare 35 1975	19,900	27 Cheoy Lee Offshore Cadet 27 1965	12,900
34 J/34 1985	19,900	27 Cs 27 1979	8,500
34 Peterson 34 1978	27,500	27 Hunter 27 2005	54,900
		27 Jeanneau Fantasia 1983	14,900

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27 O'day 27 1976	7,495	31 SILVERTON 31 Convertible 1983	24,900
26 Macgregor 26 1999	20,900	31 TROJAN F31 Flybridge 1973	12,900
26 Seafarer 26 1981	6,500	30 SEA RAY 300 Weekender 1988	29,900
25 Bayfield 25 1980	9,500	30 SOUTH SHORE BEALS Lobster Boat 1988	35,000
23 Menger Oysterman 23 1980	3,900	30 TROJAN F30 1975	7,995
22 J/22 1985	6,900	29 CARVER 2807 Riviera 1983	19,900
22 S2 6.9 Grand Slam 1984	7,900	29 SEA RAY 290 Amberjack 2000	59,900
22 Tanzer 22 1974	3,500	28 BERTRAM 28 Flybridge 1982	35,900
		28 MARIAH 28 1997	27,900
		28 MASTER MARINE 28CC 1981	23,900
		27 SEA RAY 270 Sundancer 2000	39,900
		26 SEA RAY 260 Sundancer 2006	56,900
		25 CROWLINE 250CR 2006	49,900
		25 ROSBOROUGH 246 Sedan Cruiser 2001	62,900
65 PERFORMANCE MARINE Custom Ferry '98	379,900		
43 WELLCRAFT 43 Portafino 1988	54,900		
42 BENETAU Swift Trawler 2007	350,000		
40 MAINSHIP 40 Sedan Bridge 1994	82,900		
39 RINKER 390 EC w/Hardtop 2007	159,900		
38 CARVER 380 Santego 1996	74,900		
38 SEA RAY 38 Sundancer 2001	149,000		
36 SPORTCRAFT 360 Fishmaster 1995	59,900		
34 CARVER Santego 634 1992	36,900		
34 SILVERTON 34 Convertible 1979	27,500		
33 SEA RAY 330 Express Cruiser 1999	74,995		
32 MARINETTE 32 Express 1986	28,900		
31 CHRIS CRAFT 31 Commander Sedan 1972	13,900		
31 SEA RAY 310 Sundancer 2008	129,900		

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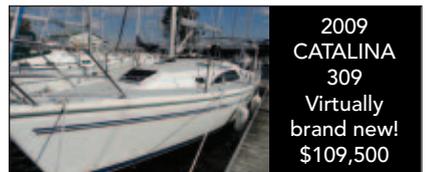
2006 CATALINA 400 MKII - 209,000



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46'	Hunter 460	2000	CDN \$199,000	34'	Aloha 34	1979	CDN \$44,900
46'	Hunter 460	2000	CDN \$199,000	34'	C&C 34	1982	CDN \$28,900
45'	Hunter 450 Passage	2000	CDN \$189,000	34'	Hunter	1983	(Reduced) CDN \$44,900
45'	Hunter 45cc	2006	CDN \$257,900	34'	Hunter 340	1999	US \$79,500
44'	Hunter 44	2005	CDN \$195,000	33'	Hunter 33	2005	CDN \$109,000
44'	Hunter 44	2003	CDN \$185,000	33'	Delphia	2008	CDN \$139,000
41'	C&C 41	1985	CDN \$85,000	33'	Hunter 33	2005	CDN \$107,000
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41'	Hunter 41 AC	2006	CDN \$209,000	30'	Hunter 30	1989	(Reduced) CDN \$43,900
41'	Hunter 410	2002	CDN \$187,000	29'	Columbia 8.7	1978	CDN \$19,900
41'	Hunter 41AC	2004	CDN \$185,000	28'	Mirage 27	1980	CDN \$11,500
41'	Hunter 41DS	2005	CDN \$189,000	<b>POWER</b>			
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38'	Hunter 38	2005	CDN \$159,000	39'	Mainship 390	2001	Call for Details
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38'	Hunter 38	2008	CDN \$179,000	32'	Trojan F32 Sedan	1976	(Reduced) CDN \$19,900
38'	Hunter 38	2005	(Reduced) CDN \$165,000	28'	Four Winns 278 Vista	2006	CDN \$78,900
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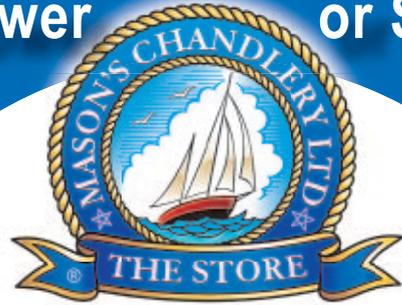
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**Livin' His Dreams on Her Terms**  
**November 20th**  
 Rob and Mary MacLeod were a hit at the Port Credit Boat Show. Learn how Rob convinced Mary, a reluctant sailor to take a year off and cruise the Bahamas. Learn what her terms and conditions were!

**9 Things I Learned From A Year Long Cruise**  
**November 27th**  
 You would have thought that after 35 years of boating, Rob MacLeod would have been ready for his year long cruise! Find out what surprised Rob, what he was ready for and what he wasn't.

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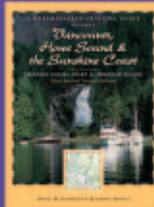
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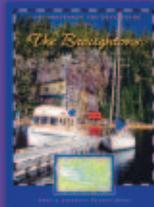
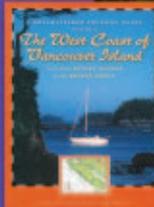
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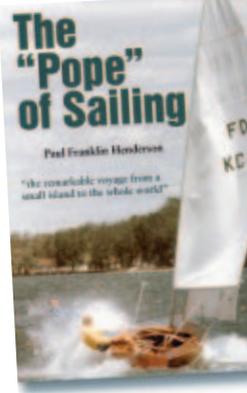
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# 9 Steps to Not Getting Rich

## WHY CANADA DOESN'T Have Any Sailing Heroes?

OK it does have a few – like Terry McLaughlin!

While it is an international sport, sailing is not professional sport. Even though Canadians are serious players on the international stage, very few have ever achieved any prominence here at home. Certainly none have gotten rich doing so.

Terry McLaughlin is one of the few sailors who has even a modicum of name recognition, but look what he has accomplished. You and I have some awareness of Terry's accomplishments but there's hardly any chance that sailors exist even in the dustiest corner in the mind of sports fans anywhere in this hockey/figure skating mad, soccer playing nation. His Wikipedia entry is 70 words; Eddie Shack commands 796. If Mats Sundin rates up here, then Terry can be located somewhere way down here in the scheme of things.

So let's meet and celebrate one of our true sailing stars, an Olympic medalist, World Champion and winner of a stack of international competitions.

Terry likely sailed before he was even born. His father, Paul, was a Canadian Olympian – Single-handed Firefly Class in '48, Finn in '52. Sailing against Paul, Terry's mom Mary sailed International 14s right up until she headed to the maternity ward in July '56.

Along with the other kids in the brood, Terry learned wind shifts from day one. As a student at Queen's he was named two time All-American, one of the few Canadians to get that honour, then went on to aim for the big time. To quick-



Terry in 1977

ly cover his resume, Terry won the 1980 World Flying Dutchman Championship with Evert Bastet and was a good bet to win the Olympics but that was the year of the Boycott. At the following Olympics, LA '84, Terry, again with Bastet, brought home Silver.

That Olympic campaign was just after Terry helmed Canada 1 in this country's first contemporary attempt at the America's Cup. Canada 1 was an unquestionable spaniel ("In 42 races, we only passed a boat once," Terry tells me) but did make the semi-finals through a combination of aggressive starts and resolute determination. During that campaign Terry developed a Captain Bligh rep – he admits that even today people who sail with him either have a thick skin or a hearing impairment.

Over the years, he has won the York Cup – the likely match racing championship of this country – multiple times, many other international match races, one design titles and so on. In Detroit in '01 and then again in here in '03 he captained Canada's Cup wins on Defiant, in

an event contested in Farr 40s. Et Cetera. In summary, Terry has been there, done that and, compared to other elite athletes, has done it mostly for enjoyment and pride. As the skipper of Canada 1, he got \$100 a week for expenses. Today in the hyper-inflated America's Cup, even grinders get huge salaries. Let's not even discuss ice dancers.

So what does a Canadian elite sailor think today? About America's Cup ..

"I'm a bit of a purist. Maybe those days of 12s have passed, but there was some pretty good match racing the last time it was in monohulls. These huge expensive cats are not that maneuverable or interesting. I'm not necessarily a believer in faster is better. I like sailing equal boats – some sort of rule that promotes equal boats would be better if it promoted exciting racing."

About the Olympics? Could sailing be dropped?

"It would be a shame. How much do you have to cater to TV? The fact that Finns and Stars are still in the Olympics is great. If you have to cater to TV sailing I guess something has to change."

So what's the future?

"I prefer equal racing. I always loved Intercollegiate, and team racing is terrific. Not so keen on big boat handicap racing and the declining numbers show why. Time and resources are in short supply. An arms race isn't necessarily good for sport.

I love one-design. Good racing and maybe a beer or two after the race would be enjoyable – celebrate the win or forget the day, then do it all again the next weekend." 🍷

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