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JUNE 2011

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A Rant on Rain

AS PUBLISHER, I sometimes invite one of my colleagues to write Vantage Point. This time, Greg Nicoll, our very own Galley Guy, stepped up to the plate to share his current 'rant on rain' with us!

"When I'm dealing with US marine suppliers, they often dismiss Canada's market potential because of our alleged short boating season. Little do they know how brave and hardy we are in the Great White North. What I have said in rebuttal to those uninformed Yanks is that our season may be shorter but it is very intense.

This year, in most regions across Canada, we are being challenged by monsoon-like weather conditions with a continual barrage of rain. Unlike the warm tropical rain, here it is still a little chilly. In boating centres (notice the spelling) like California and Florida, a day on the water can be thwarted by the mere presence of a few clouds, but here true boaters can be heard saying, "Come on honey, it's not raining that hard, let's take the boat out."

Only in a place like Canada can you feel the giddy anticipation of the coming boating season, coupled with an abundance of pent up anxiety, painstaking work through the last minute "do lists", and that Yard Master's annual lament, "You are launching rain or shine." This provides much of the colloquial prattle that bands us together.

Canadian Yachting magazine is a sponsor of the Susan Hood Race held this year on June 2nd. The "Hood" is the first overnight race of the season on Lake Ontario. On completion of the race, participants don their t-shirts with the moniker "The Coolest Race on the Lakes" splashed across the back. This declaration is worn proudly and as a statement that "a little weather" is not going to deprive us of participation in our passion.

There is an honour (again, notice the spelling) and a camaraderie that we boaters share, sometimes with a nod and a "I know what you mean" look in our eye or hearing that frosty story that your mates are re-telling for the umpteenth time, but you laugh or gasp at the right places of the saga because we are Canadian boaters.

In a month or so we will strip down, slap on the sunscreen and look like we belong in a Sunsail ad cruising the Caribbean, satisfied knowing that we took full value for the 2011 summer boating season."

Last month, at a team meeting, we celebrated the 47th anniversary of the incorporation of Kerrwil Publications Limited. Over the years, Kerrwil has launched, bought and sold several titles and today still remains one of Canada's oldest family-owned publishing companies. We currently publish in print and on line and offer more than 10 marine platforms to our growing Canadian boating community. These include *Canadian Yachting* (print and digital); canadianyachting.ca; *Boating Industry Canada* (print & digital); *Boating Industry Canada Newsweek*; boatingindustry.ca; as well as *Sail-World Canada*, *Powerboat-World Canada*, *Sail-World Cruising Canada* and *Marine Business-World* each with its own newsletter!

As the digital world continues to evolve, we remain committed to both our traditional print magazines and our growing online presence. We recently re-launched both our *Canadian Yachting* and *Boating Industry Canada* web sites as well as *Boating Industry Canada Newsweek*. Over the next few weeks, watch out for our two newest newsletters: *Powerboat-World Canada* and *Sail-World Cruising Canada*! Subscribe today at http://www.sail-world.com/Canada/newsletter_subscribe.cfm so you don't miss a single issue! 🙌



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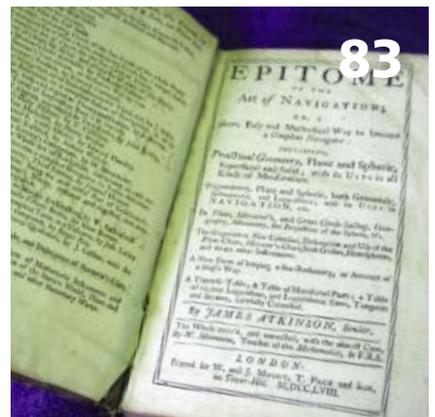
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Cover: Regal 52 Sport Coupe



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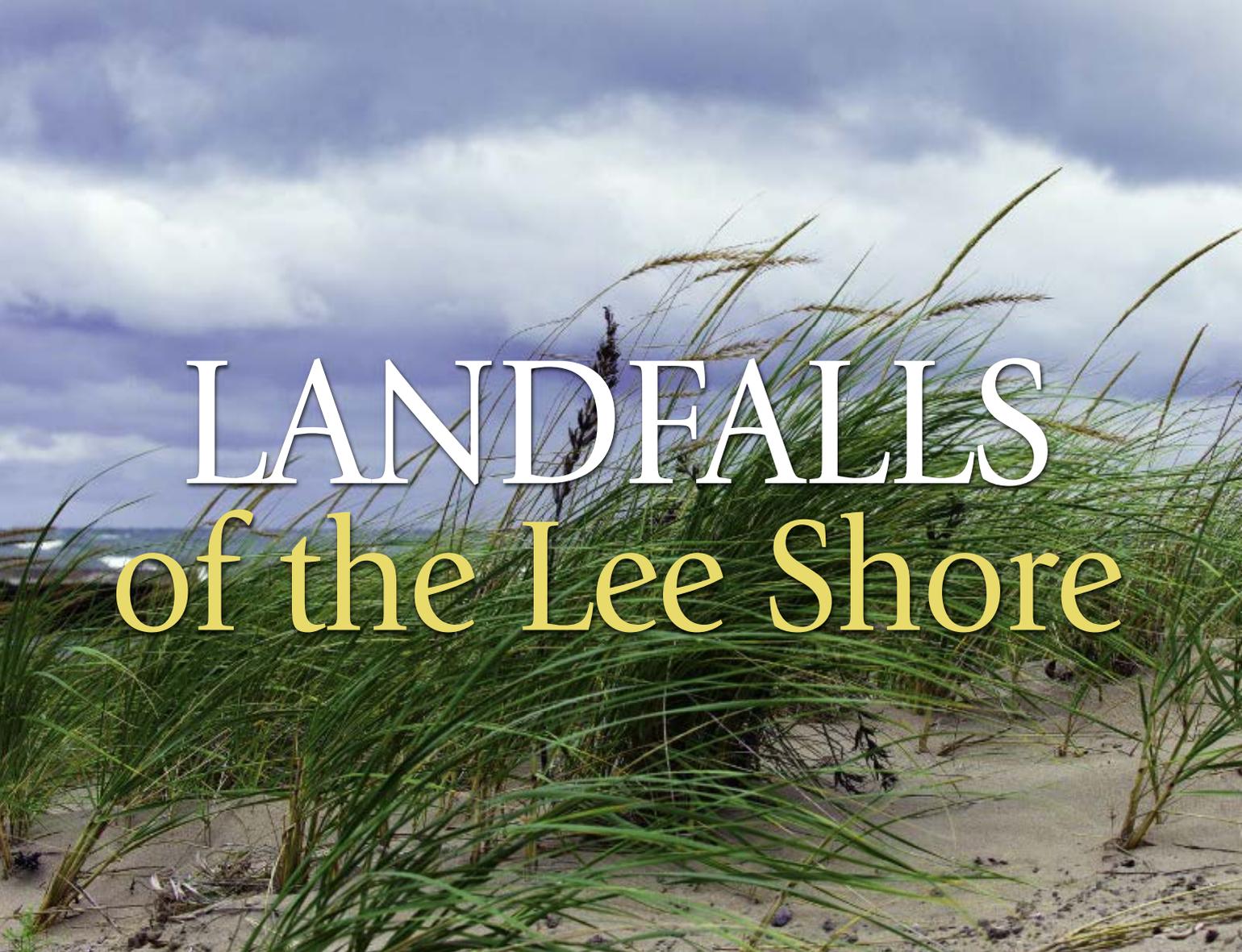
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LANDEFALLS of the Lee Shore

I hear the surf from the dock at Bayfield Harbour on the Ontario coast of Lake Huron. It is a constant tympani roll. I look west. Rollers race through the narrow harbour opening. I feel like a pin in a bowling alley.

And we're heading out into that. Glad I'm not the skipper – smart enough to go with local knowledge. Dave Gillians and his wife, Lynn, are seasoned sailors and know these waters.

Dave squints westward. "Reefed main," he says. We cast off.

The waves growl like hungry Dobermans. We raise the main. Dave powers up the engine. His wife, Lynn, takes the helm. The boat pitches and yaws in eighteen knots, true.

It's a heavy craft – a CS 36 named

*By Mark Stevens
Photos by Sharon Matthews-Stevens*

"Picaroon II" – but it might as well be a cork in a washing machine. Lynn calls out depths from the helm. Her voice is strained.

"They dredge the opening," says Dave. "But you never know." Then we are in it. The bow reaches skyward, plummet. Waves explode over the cockpit. They glitter on the dodger like shattered glass. Something crashes below deck. Dave takes the helm.

The shore is beautiful. Great emerald tree-silhouetted bluffs, white beaches stretching north and south. But I'm watching waves.

"That's enough," says Dave.

Now we surf for home, spray flying over the transom. My knuckles are white from holding on. Adrenaline courses through my veins. But we safely clear the opening with inches beneath our keel.

And we make landfall on the lee shore.

A Rose by Any Other Name

Bayfield, just up the Mara trail from the docks, may be the town that time forgot. Five hundred seasonal boaters know about it but they're not about to share any secrets.

Towering maples and oaks shade Victorian homes fronted by white picket fences.

One such gracious dwelling is a bed-



In addition to the area's primacy as a vacation playground it also boasts significant ecological features, such as protected dunes and unique grasses.



Think a cool draft beer on a hot summer day. Think drafts from Belgium to Austria at Black Dog Village Pub and Bistro in Bayfield.

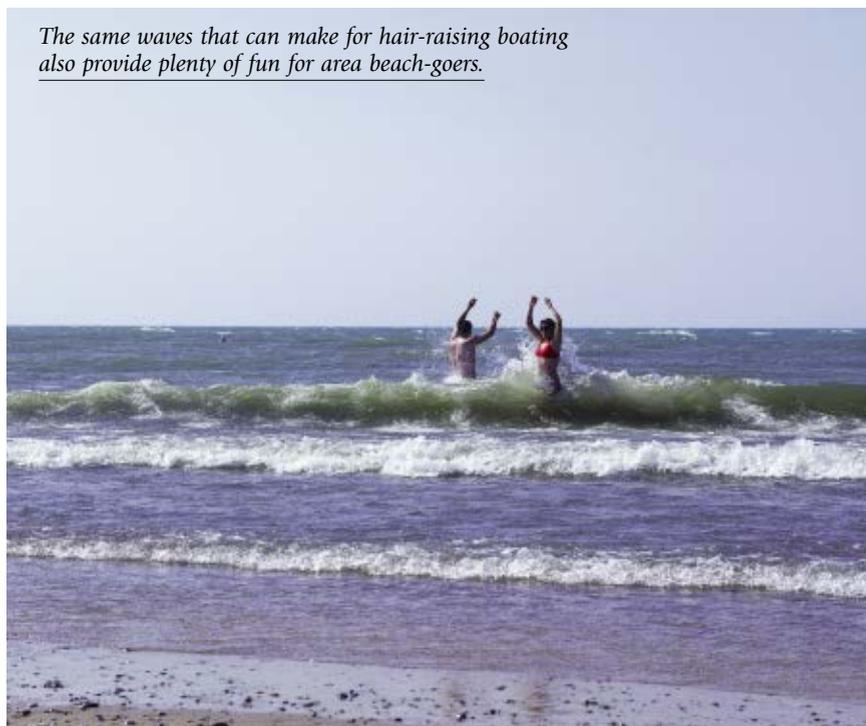
and-breakfast called Clair on the Square, run by retired Toronto teacher Clair Soper.

Just down the street from that 1860s farmhouse with a perennial garden worthy of a magazine spread, Black Dog Village Pub and Bistro is housed in a former general store, circa 1850. Shelves laden with old books line the walls. The clatter of silverware clashes with strains of Dixieland Jazz.

Black Dog's co-proprietor, Ted MacIntosh, is a scotch and beer expert. This is a beer kind of day: a strawberry wheat beer from Belgium, a summery grapefruit brew from Austria.

Down the street four women sit on redwood Muskoka chairs inhaling ice cream cones; others line up beneath the pink and grey awning of the ice cream

The same waves that can make for hair-raising boating also provide plenty of fun for area beach-goers.





While some coastal lighthouses signal safe harbours, this one fills in as clubhouse for a local yacht club.



Brentwood on the Beach is an area B and B that shows like a Caribbean resort - complete with its own access to the sand.

province's finest.

Red peppers line up beside radishes and new potatoes. Butter tarts. Home-made jams. Fresh-baked bread.

Then there's this restaurant over by the highway. Thyme on 21, housed in a sandstone Victorian home, bills itself as casual dining, but one bite of your beef tenderloin and you're thinking fine dining.

You're also thinking up a new nickname for Goderich. How about "Capital of Food?"

But that would belie the town's best-known moniker. Stand high atop a promontory just north of the erstwhile county jail, a must-do side-trip. Scan the plain of the Maitland River Valley where poplars surmount a ridge overlooking a glittering lazy river. Take a self-guided walking tour. Hundreds of historically significant buildings: Georgian and Italianate store fronts ringing Market Square, Second Empire mansions.

Or catch the sunset. "You can actually see it twice," says Goderich resident Mike

shop. People slip into a myriad of shops – gift shops, Marten Art Gallery, designer fashions.

Some head for Kryart Gallery to make their own art beside a psychedelically painted barn, where owner Kristyn Watterworth holds a summer art party. Some stop and chat in the shade.

"We keep our boat here," one man says. "So we're here every weekend." There are worse ports.

Dinner's at Little Inn at Bayfield – haute cuisine in a historic hotel. I look at Sharon over appetizers.

"Baron van Tuyl von Serooskersken basically settled this place. But he

named it after Bayfield. Good thing. Van Tuyl von Seroos. Put that waypoint in your GPS."

But Bayfield would be just as appealing no matter what her name.

The Town that's Shaped Like a Wheel

The first thing that strikes you about Goderich is its shape.

Town planners, back in the nineteenth-century, made it a wheel, radiating outward from the Square.

Provisioning here is a must-do. The weekly farmer's market in the lee of a courthouse and bandstand is one of the

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the best-people watching in Ontario. "Great girl-watching," says Michigan boater Mike Hojnowski. "Great guy-watching, too," pipes up his wife.

Big surprise here is the culture. Take in a show at Huron County Theatre, check out the dockside artists' co-op. Want more excitement? Play a round of golf at Oakwood. Test your skills at a batting cage. Check out the drag-racing at Grand Bend Motorplex.



The skipper and crew on Picaroon II's rollercoaster day trip include Dave and Lynn Gillians, Huron Tourism's Laurel Armstrong and husband Dave, and Clair Soper, proprietor of a hospitable Bayfield B and B called "Clair on the Square."

"Boaters come once and they always come back," says Bob Roney, Grand Bend's harbourmaster. "Friendly here and all kinds of attractions and special events." He pauses and grins. "You'll be back too. Because you always have a grand time in Grand Bend."

The Lure of Lee Shore Landfalls

Float plan for one morning entails a cruise on a Bayliner 28', courtesy of local B-and-B operators Peter and Joan Karstens. But the waves have grown. Line squalls have moved in.

Instead of a rollercoaster ride on the water we avail ourselves of their hospitality, doing lunch at Brentwood on the Beach, with accommodations that show like a Caribbean resort. Nine luxury bedrooms. Indoor pool, hot tub and sauna, perched cliffside twenty metres above a gorgeous private beach. Breakfast room worthy of the Royal York.

And white wicker chairs with million-dollar views.

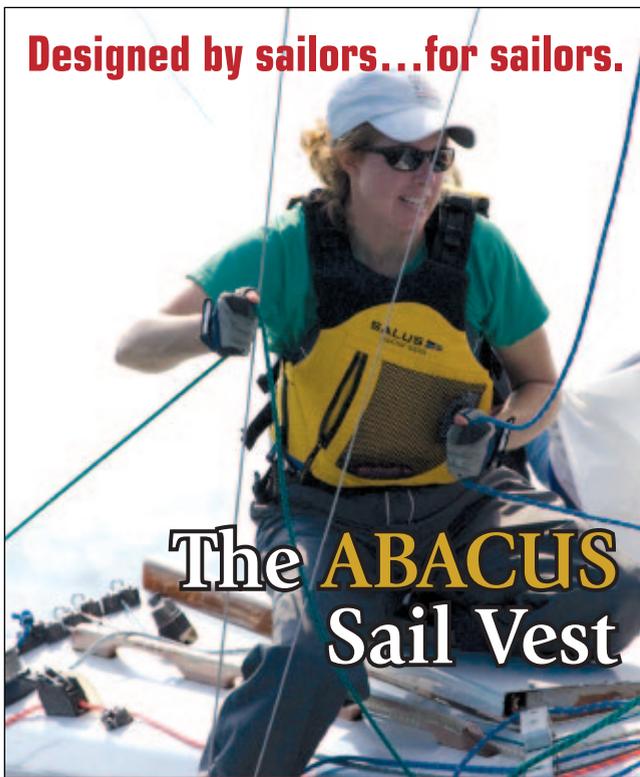
Our hosts serve up assorted cheeses, smoked salmon, homemade bread, fine wine. And great company.

We've missed a boat ride but we're being treated like royalty.

And that's when it strikes me, ensconced in one of those white wicker chairs. Method to the madness of these waves assaulting Ontario's Huron coast.

They, too, are lured by the landfalls of the lee shore. ↘

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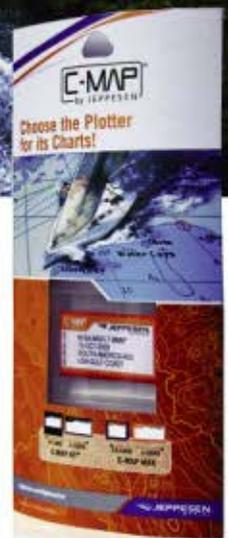
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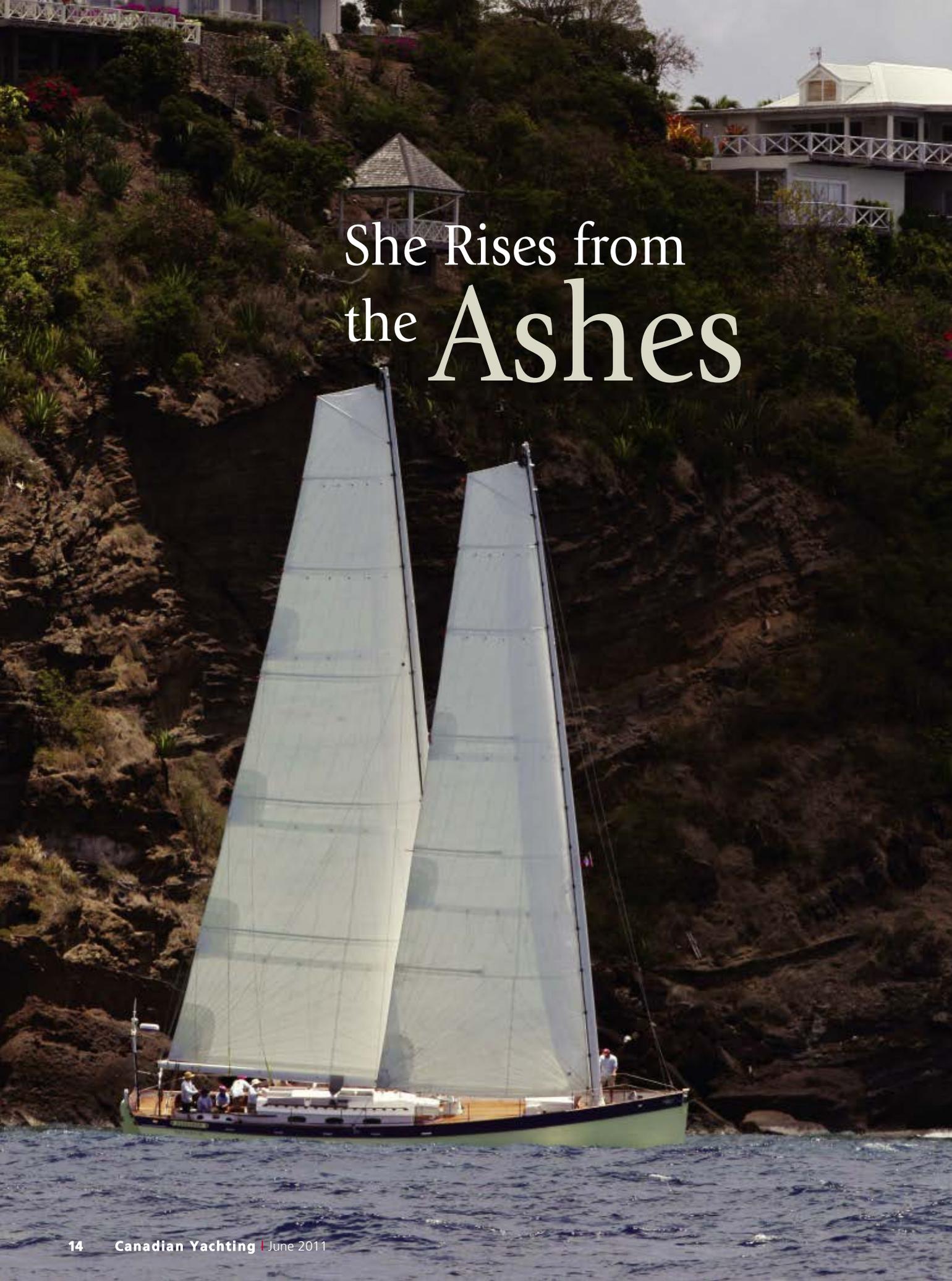
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She Rises from
the **Ashes**



By Lynn Helgard
 Photographs by Mark Doucette

Just as the mythical “Phoenix” rose from the ashes, reborn to live again, so too was a beautiful yacht launched in September to replace another destroyed by fire.

In 2005, Covey Island Boatyard built a beautiful sixty-three foot classic schooner, “Maggie B” for Chicago venture capitalist Frank Blair. This boat cruised extensively, including a circumnavigation, and was ultimately returned to the boatyard for a refit. On August 12, 2008, disaster struck; a horrendous overnight fire completely destroyed the yard along with the “Maggie B”.

What really stands out as being unique about Farfarer is her rig with the twin fat-headed, incredibly beautiful sails.

PHOTO CREDIT: Tim Wright

The yard had been operating since 1979 with President John Steele at the helm. Steele, a man whose life has been devoted to boats and boatbuilding, started with a small shop on Covey Island, part of the LaHave group of islands about 25 kilometres from Lunenburg, Nova Scotia. They quickly developed a reputation for fine craftsmanship building around 90 pleasure and commercial fishing boats, both sail and power. Success made them expand and move to the mainland at Petite Riviere where they operated until that fateful day.

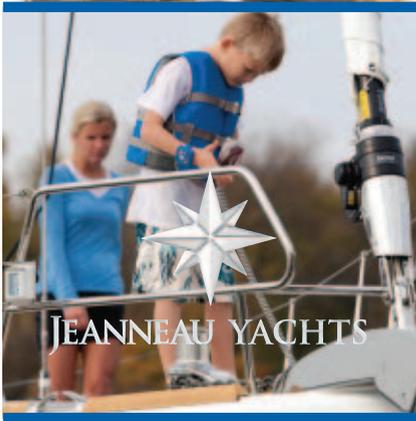
Blair, now 66, was understandably flattened by the disaster, but it only took him six months to come to the decision that they couldn’t build another Maggie B; it was time to move on. He contacted Steele and the famous British marine

Farfarer puts her shoulder into the chop as she powers into a light southwest breeze.

architect Nigel Irens to a discuss building another schooner. Irens is considered by many to be the most brilliant naval designer alive today. The new boat was to be slightly shorter at 56 feet and more refined in order to be handled by a smaller crew of four offshore.

However, Covey Island Boatyard needed a new home. Steele discovered that there was huge unused building at the Kraut Point fish plant, in Riverport. Within two months of the fire, a deal was struck to lease this space as the new yard. A head office for Covey Island Boatyard was also set up in Lunenburg.

Four months later, work commenced on the new boat to be named “Farfarer” after the nomadic tribe who were chased



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The double berth in the master cabin.

out of northern Scotland. They are alleged to be the first whites to cross over to North America, way before the Vikings. Farley Mowat, the acclaimed Canadian author, wrote a book of the same name that gave Blair the inspiration for his new schooner.

Blair's business success was largely due to his foreseeing the development of all things "green" and set out to follow that concept with his new boat. The wood epoxy hull would be built out of recycled materials. A 136-year-old ware-

house, only one block from ground zero in New York, was being torn down. Steele discovered that it was constructed with very old beams of Douglas fir and pitch pine. These were acquired and trucked to the yard where they were milled to create the 1½-inch planks and laminated 3-inch square beams. The hull was built upside down and covered with E-glass in epoxy to a mirror-like finish, then turned right side up (a major feat in itself) for



The crew mess to the left and to the right the ancient fish fossil in the galley counter.



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Looking aft into the galley.

decking and finishing.

The decks are laid with aged pitch pine, salvaged from the warehouse, which is bonded to structural Corcell foam-sandwiched between epoxy E-glass. The interior is constructed of three materials: 1) tongue and groove pine painted white for all the deck heads and bulkheads; 2) trim is all black walnut from the owner's farm in Illinois; and 3) cabin soles are cork throughout.

The Covey Island workers, all highly skilled craftsmen, are shareholders in the company and were glad to be back to

work. Other local labour was added to create a closely knit team of 34.

"Farfarer" is anything but a conventional schooner. She is 56 feet on deck, weighs 35 tons, and draws 6½ feet with the centerboard up (and 13 feet with it down). The centerboard, which floats, swings up on a 4-inch bronze axle into the base of the long keel. A hydraulic pump lowers the board, but doesn't need to raise it.

"Farfarer" sleeps six with a crew cabin



The "Ship's Office" is built of Black Walnut.



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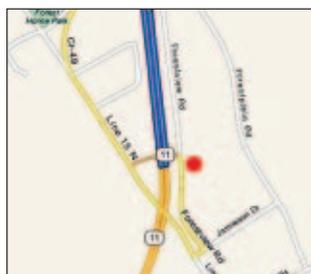
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forward and the owner's suite midship. Blair's constant four-legged companion "Mac" has his own bunk. The galley is a unique design with an island featuring a truly ancient rock fossil counter.

The masts are of free standing carbon fiber with the mainmast reaching 82 feet into the sky. Blair said of the spars, "they are whippy and more rocket science than I intended". The rig is very high tech with two loose-footed mainsails and no headsails. The designer maintains that jibs are inefficient and dangerous when crew need to be forward in heavy weather to handle or change sails. The full batten Kevlar sails, crafted by North Sails of Lunenburg are neither marconi nor gaff but rather have a large head about 8 feet long.

The masts are round and will pivot on their base when tacking. The two sails rise, lower, and reef conventionally with lazy jacks for control.

Power is provided by twin 40hp Nanni diesel engines made by a Spanish firm from Kubota blocks that push her up to 10 knots. There is no genset but rather a large water-cooled DC 350 amp generator mounted between the engine and transmission on one engine, an entirely new concept. As well, there are

two alternators, one on each engine, plus solar panels mounted on the cabin roof. The extensive electronics are all state of the art. The yacht has tanks for 200 gallons of water and 300 gallons of fuel.

The custom-designed and hand-built schooner was started in April 2009 and launched in September 2010. When asked the price tag, Blair replied, in good humor, "More than I expected, but less than I feared". "Farfarer" is an anomaly, being very high tech with the newest and best of rig and electronics, but made by meticulous Nova Scotia craftsmen with a fit, finish and classic touches seldom seen in today's new yachts. She may resemble a schooner, but she sails like a racing yacht.

After sea trials and final delivery she headed for her home port in Maine and then to Brazil for the winter. Blair intends to have "Farfarer" in the Mediterranean in the spring and the Baltic in the summer of 2011. So, this beautiful new schooner will indeed be another adventurer and explorer. 🐾

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AS THE FLAGSHIP of Regal Boats lineup, the 52 Sport Coupe was designed to embody both the design philosophies and the quality values that the Kuck family strives for in their boats. Regal is a family business (in spite of its size) and brothers Duane and Tim Kuck and their families are behind every boat.

When you own the business, you can have it your way. Now it seems that Regal's goal is to serve up their boats so that you can have it your way too. If you are lucky enough to choose the Regal 52 Sport Coupe as your new boat, you can choose from five hull colours accented by one of five different bootstripe colours. Inside, you can select one of four interior colour schemes and choose from two wood finishes for the cabinetry.

Of course there is the equipment option page to further personalize your Regal 52 Sport Coupe. You might never see another one quite like yours...and

By Andy Adams

that's a nice feeling.

On the other hand, everyone has twin Volvo Penta IPS 600 pod drives with joystick docking and a host of other features. This yacht was built around these IPS units.

Frank Stoeber, who is Regal's factory captain and delivery specialist, met me to demonstrate the Regal 52 Sport Coupe's performance and features. Regal Boats feature what they call their OceanTrac hull design created by the naval architects at Donald Blount and Associates. They have taken advantage of the parallel propulsion thrust (compared to inboards that have a shaft running at an angle) delivered by the Volvo Penta IPS pod drives; in real world running, this yacht achieves a flat fuel consumption curve of 0.7 to 0.8 miles per gallon throughout a

PERFORMANCE

TEST BOAT ENGINES

Twin Volvo Penta IPS 600, Volvo D6 engines, 5.5 L inline 6 cylinder electronic control diesel engines, 435 hp each driving IPS pod drives with dual counter-rotating forward facing prop sets.

ENGINE (RPM)	SPEED (MPH)
Idle	4.5
1000	6.7
1500	9.1
2000	10.2
2400	14.3
2600	18.1
2800	21.0
3000	24.4
3200	27.5*
3400	30.5
3632	34.3

**Cruising speed*

GPH Fuel Consumption: 0.8 MPG/21.0 MPH

Performance data supplied by
www.regalboats.com

SPECIFICATIONS

Length	53'0"/16.2 m
Beam	15'4"/4.7 m
Weight	34,400 lb./15,513 kg
Fuel Capacity	450 gal./1703 L
Water Capacity	125 gal./473 L
Waste Capacity	65 gal./246 L
Base Price	\$1,248,333 US

Test boat provided by and
price quoted by
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A unique feature on the Regal 52 Sport Coupe is the dinghy garage. The whole aft section raises electrically to reveal the dinghy. Then, that section also lifts for full engine access.

wide speed range.

That is impressive economy for such a lavishly equipped 52-footer. Frank told me he has been in 15-foot waves and with the minimally sized lifting strakes, it has a very smooth entry through the waves. Frank claims you can always find a comfortable speed making 22-23 mph even through 4-6 foot waves. In beam at sea, the IPS design drives the hull flat, so you don't get rudder stall, adding to a feeling of confidence. Autopilot is part of the IPS steering system and the Regal 52 will hold a course in a beam sea while the common rail diesel engines are electronically controlled to maintain steady speed and rpm.

Another interesting feature (that I was not able to see) is a "stern box" that is part of the hull and fills up with 80 gallons of water to level the boat at rest. It also offers some damping bene-



This is the cockpit refreshment centre shown open. The Kenyon smokeless grill is a neat feature and there is a sink, refrigerator, trash bin and storage included; it's like a second galley.

fit to reduce motion when moored. As you accelerate, the box empties, reducing weight.

This system may contribute to especially nice sleeping conditions in the full beam aft master stateroom where the queen-sized berth is fore and aft right on the centerline. This is a great owner's stateroom with standing headroom, abundant storage in high-gloss cabinets up both sides, two large, fixed portholes on each side and we especially liked the separate head and shower arrangement.

The test boat had the optional washer/dryer combination built in here as well as the standard two-zone 36,000 BTU reverse cycle heat and A/C system that keeps things comfortable. It is

Regal has chosen Garmin multi-function displays that include integrated NMEA tab indicators. The Garmin remote control eliminates the need for a touch screen. You can stand off in rough water and still use the displays.

pleasantly bright and very spacious for a 52-footer. A great feature!

The salon is up a step from the aft master or down six steps from the cockpit. In our test boat, the optional high-gloss cabinetry helps reflect light that enters from three large, hull-side windows on each side as well as deck skylights. It is bright during daylight for an express cruiser and of course, at night a host of interior ceiling lights and footlights make it very livable and elegant.

As you enter to starboard there is a cabinet revealing the ship's electrical panels. This cabinet stretches up the side to the bulkhead offering generous overhead storage. The C-shaped settee includes a fold-down armrest and dual recliners and there's an entertainment centre with a 26" flat screen and Bose sound system.

The headroom is 6'11" for an almost home-sized feel. Opposite on the port side is the galley with electric two-burner stove, exhaust vent, convection microwave, double stainless steel sink and loads of storage. We really liked the



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The flat teak-trimmed floor extends from the cockpit through the bridge area and this extreme wide-angle shot shows the open sunroof, sliding side glass, starboard side refreshment centre and the port side seat with the centre backrest raised.

big, double-door refrigerator and the fact that Regal includes dishes and flatware as well as fitted storage.

The guest head is the one that everyone will use and it features a clear acrylic shower enclosure, silent flush MSD, full-length mirror and 6'3" headroom. There is a port light with screen and shade as well as windows with blinds. The vessel sink is elegant and we liked the teak grate shower floor.

Another excellent choice Regal offers the 52 Sport Coupe buyer is his or her choice of berth arrangements in the forward stateroom. While an island berth is customary, Regal also offers an angled berth setup with an upper single to port and a double lower berth to starboard. This would be ideal for the kids, accommodates various guest groups and would also be a nice choice for a crewed boat.

Some people want a crew with a captain to do the planning and navigation while the owner relaxes but Regal has laid out the cockpit and helm for convenient owner-operation and entertaining even while underway.

Of course, the IPS with the joystick docking has revolutionized docking, making that a simple exercise. For navigation, Regal has turned to Garmin 7212 displays that now include integrated NMEA tab indicators and the Garmin remote control that eliminates the need for a touch screen; you can stand off in rough water and still use the displays. It's very cool and all interact together for ease of use.

The double-wide helm seat moves up and down as well as fore and aft, has flip up bolsters and armrests, too. There is a big footrest, wooden steering wheel and slide-open side glass for docking and fresh air.

Speaking of fresh air, there is a 41" by 78" powered sunroof to open the boat up nicely; huge windshield sections offer great

AB INFLATABLES





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A full-beam master stateroom is a great feature and there is more than 6 feet of headroom, separate head and shower compartments and substantial clothes storage. An optional washer/dryer can be installed here as well.

forward visibility for everyone. We were pleased to see Regal designed the dashboard to include a great chart area with storage bins underneath.

Down the port side is a huge sun lounge that has a unique electric lifting seat back. Drop it to make a flat tanning bed or a surface for people to do things like playing games together. Press the button and you have a forward-facing double companion seat – another appreciated feature!

We liked the genuine teak floor and decking; it's a nice thickness. Even better, to starboard is a refreshment centre with a smokeless Kenyon grill under a teak cover. The underside of the smokeless grill is shaped to drape over top of the electric elements preventing fires and flare-ups. There's also a refrigerator, sink, storage and trash locker. Plus, you can get a big screen TV mounted there, making this an almost total second galley and living area.

The optional teak continues all the way out to the swim platform for a visually unifying effect as it surrounds the big sun lounge at the stern. For convenience, there is an inspection hatch for the engine room down through that but one of the most unique features of the Regal 52 Sport Coupe is the dinghy garage in the stern. The whole aft section lifts electrically to reveal a space big enough to winch in an Rigid inflatable with an 8 hp outboard! This is a great way to carry the "dink" and if you press the button again, that whole section lifts to completely open the engine room from the stern!

The Regal 52 Sport Coupe is what designers call "content-rich" with a host of design and equipment features that really challenges the competitors. With impressive fuel economy and joystick docking as well as everything else, this 52 really lets you have it your way! 🐾

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Personality and Performance



WE CALL THEM “pleasurecraft” because they’re a pleasure to own and to cruise; they are not commercial vessels or work boats. But “pleasure” means different things to different people. This is not a one-size-fits-all world.

For some people, it would be a pleasure to own a boat with a salty traditional look and a carbon footprint that respects nature. A Ranger Tug might just be the perfect expression of that pleasure.

We went on board our first Ranger Tugs, an R-29, at the Miami International Boat Show.

Even though we wound up with six full-sized adults onboard, the boat didn’t

feel cramped and the weight did nothing to slow down the performance. Ranger promotes their R-29 model as having sleeping accommodations for six – a surprise considering the overall size and weight of the boat.

With a length of 29’ [33’ including the swim platform] on a 10-foot beam, you just would not expect full standing headroom, two cabins, each with a double berth, an impressively large galley or a full head with standing headroom, but you get all this and more in the Ranger Tugs R-29.

You may need special permits, but with a 10-foot beam and a weight of

PERFORMANCE

ENGINE

Yanmar 6BY2, electronically controlled, inline 6 cylinder, 260 hp, 2,993 cc/183 ci, common rail fuel injection.

ENGINE (RPM)	SPEED (MPH)
730 (Idle)	3.9
1500	6.9
2900	14.2
3200	17.3*
4000	23.7

*Cruising speed

Performance data supplied by
garmin.com



It's packed but everything is there; the ship's electrical panel is dead ahead as you enter the salon, convertible dinette ahead of that, galley to starboard and notice the swing-down TV, the overhead hatches, side windows and even a light fixture over the dining table.

10,000 pounds, a heavy duty pickup can pull your Ranger Tug R-29 on a trailer to easily transport this boat to wherever you want to cruise!

The compact size of the Ranger Tug R-29 opens up some great cruising possibilities, even within the scope of a short vacation. Load one of these on a trailer and in four hours from Toronto, you could be heading south on the Erie Barge Canal. Or, consider a leisurely one-way cruise from Lake Simcoe down the Trent Severn. Then, get your friendly marina crew to pick the boat up in Trenton and bring it home to Lefroy.

The size and shallow draft is a decided advantage when making your way down the ICW to Florida and once there, it's a lot easier to find a slip for a 29-footer than something larger!

We emphasize all the things you can do with this boat because the small-scale tugboat styling, while attractive and full of personality, might leave you thinking that this isn't really a serious cruising boat. But, it is.

The exterior styling is traditional and eye-catching, yet the high bows will manage rough weather and high waves, the side decks are impressively wide considering the overall beam and a multitude of carefully placed handholds make it easy to get around the topsides when setting the anchor, or docking.

Staying on exterior features, the cabin roof has a 50" mast arrangement for your radar, communications equipment; the roof is also a place to stow "toys" that often don't fit very well, even on much larger yachts. You can put a dinghy or a kayak up on the roof and somehow it looks just right to throw bicycles up there too!

Across the stern is a swim platform equipped with handrails for added safety. There is a proper transom door to keep the sea out and the people in. Across the transom top is what Ranger calls a cockpit convenience centre with sink cooler.

Our test boat had the optional full canvas over the cockpit. You can get Strato-glass side enclosures too. The cockpit has floor hatches allowing you to conveniently check the batteries and electrical systems, reach the steering



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"Small things can cause an unexpected loss for a boat owner," says Tanya Eyrum of Chubb Insurance. "And because many people don't read their entire policy wordings, these may not be covered."

Small disruptions can totally torpedo a boater's fun causing frustration, time loss, or even distractions.

Chubb offers one of the most comprehensive watercraft policies in the business, covering many areas that are traditionally missed. The goal is to remove any obstacles to a boater's enjoyment on the water. Some examples are waterskiing coverage - often limited or excluded in other policies. Chubb also covers up to \$10,000 for loss of a boater's fishing tackle and that of their on-board guests.

Chubb extras eliminate boaters' concerns and vulnerabilities so they can focus on fun. Onshore watercraft equipment is covered up to the full amount of physical damage on the policy, and liability coverage is provided when you are operating someone else's watercraft. Chubb also includes coverage for electronic navigation equipment with a low deductible of only \$250, lower than other typical policies.

"As part of our concern for the boaters' environment, we cover boaters for damage to marine habitat through inadvertent physical contact with the watercraft," adds Eyrum. "Our policy can cover you for any legally obligated damages up to \$10,000.

Our philosophy is to help our clients enjoy their watercraft and avoid disappointment. Whether you own a small runabout, sailboat or yacht, Chubb's watercraft policy offers a broad range of coverage and flexibility offering boaters peace of mind and more fun."

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This is your view from bed aboard the Ranger Tugs R-29. You see the flatscreen TV, clothes locker, companionway door and the small side vanity. Again, an amazing space for a boat this size.

gear, or the back of the engine. Ranger's designers have found a remarkable amount of storage space there as well.

You can enter the cabin either through the aft bulkhead door or the starboard side door by the helm. The captain can easily communicate with the crew when docking and having that door open as you cruise along brings a welcome flow of fresh air.

Entering the cabin, you find an impressive expanse of galley counter space up the starboard side with a pair of polished stainless steel sinks and a Princess stove, complete with an oven. Ranger expects you to really live on board this boat. Teak and holly flooring unites the cabin visually and accents the handsome louvered teak doors in the galley. Countertops have fiddles and there is a side shelf for small items. You get a refrigerator and a 6-bottle wine cooler!

The cabin is pleasantly bright and airy. The side and aft bulkhead windows all open and have screens plus there are opening roof hatches over the galley, dinette, companion area and again over the helm.

The cabin is not confining at all and you really have to give your head a shake when you realize it's a 29-foot boat with

a 10-foot beam! The portside convertible dinette seats four people, converts to a double berth and Ranger has cleverly made the forward seat back convertible to become the double-wide companion seat when you're underway.

Of course there's a DVD and flat screen TV! It swings down from the ceiling just ahead of the dinette.

The helm provides excellent vision all around and dashboard space for the optional navigation package that includes a big Garmin multifunction dis-

SPECIFICATIONS

Length (incl. swim platform)	33'0"/10.06 m
Beam	10'0"/3.05 m
Weight	9,250 lb./4,196 kg
Fuel Capacity	120 gal./454 L
Auxiliary Capacity	30 gal./115 L
Water Capacity	70 gal./265 L
Waste Capacity	40 gal./151 L
Price (base plus freight and taxes)	\$229,937

Test boat provided by and
price quoted by
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play with remote control. A wooden ship's wheel is a must of course, and the captain enjoys an adjustable helm seat with foot rest for long-distance comfort. When docking, the standard bow and stern thruster controls are right there by your right hand. The boat is quite maneuverable around the docks and even a novice owner will find it easy to run and handle.

You might be surprised that the Ranger Tugs R-29 has performance to

With the opening side door and overhead hatch, the captain will be cool and comfortable on the Ranger Tugs R-29. There is excellent vision all around and we thought the wooden ship's wheel was a nice touch. The captain enjoys an adjustable helm seat with foot rest for long-distance comfort and the standard bow and stern thruster controls are right there by your right hand.

match the abundance of personality. A Yanmar 6BY 2 diesel with 260 hp is standard and it's a gem. The block is from the engineering whiz kids at BMW and it's a high-efficiency, electronically-controlled



Remember this is a very wide angle shot however you can plainly see the galley is the length of the cabin, has quite a bit of counter space for food prep, a refrigerator, double sinks and even an oven where you can roast a capon! All this in 29 feet.

diesel with common rail fuel injection. Skillfully installed in the Ranger, the Yanmar is quiet and silky smooth, reaching a top speed of 20.6 kn (23.7 mph) at 4000 rpm and yet happily moving along at 6 kn (6.9 mph) doing only 1500 while achieving roughly 5 miles per gallon!

The test conditions didn't really challenge the Ranger Tugs sea-keeping abilities, but the boat rode smoothly, handled in a predictable fashion and inspired confidence in every maneuver.

When it comes time to call it quits for the day, the forward stateroom provides the comfort of a double-island bed, overhead screened hatch, standing headroom and a door for privacy.

Another couple, or the kids could grab the mid-cabin which is tucked away below the dinette. It's "cozy" yet still offers adult-size space.

Everyone will appreciate the fully enclosed head with standing height, opening side window, sink in a vanity, louvered teak door, shower and toilet.

You can also use the handheld shower on the aft deck as long as the weather is suitable, and the real truth is, this 29-foot boat provides usable space and

accommodations that will make most families quite comfortable, even for an extended vacation onboard.

Ranger has used every nook and cranny for something, but a lot of people will take pleasure in that too. Our sense was that the boat is solidly built with good quality evident everywhere we looked and for those who appreciate its traditional salty look, this will be a treasured possession as well as a conversation piece. 🗑️

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MY EUROPEAN sailing editor colleagues are all a buzz about this boat. I was taken aback by a comment that referred to the 40E as sensitive and that term really hit the mark. Sensitive to the market needs, sensitive to the owner's wants, and sensitive as it appeals to the racing performance of the boat.

When Dufour set the challenge to dazzle the market by building a product to reenter the North American scene, it had to come out with a boat that was better than the Dufour 40. Tough call, but the team at the Dufour Design group and Umberto Felci did not disappoint.

Adding to its already 'sensitive' reputation are words like finesse, precision and performance.

By John Kerr

ABOVE DECKS

The T-shaped cockpit is well-proportioned. Twin steering stations with 36" wheels grace the aft part with a wonderful and easy traveller adjustment just forward of the wheels. The helmsman's angled seat allows easy steering and trim with the Harken 46 outboard winches. The single backstay adjustment is also close at hand. I really like this set up. They have thought of everything including a really neat foot brace that can be removed to allow access to the table sockets for the cockpit table (when the need arises). The seating forward of the steer-



SPECIFICATIONS

Overall Length	40' 6"/12.35 m
Hull Length	39' 4"/11.99 m
Waterline Length	35' 4"/10.76 m
Max Beam	12' 9"/3.89 m
Displacement	16,283 lb./7,386 kg
Draft Standard Keel	6' 10"/2.10 m
Diesel Capacity	53 gal./200 l
Water Capacity	95 gal./360 l
Engine Power	40hp Volvo Saildrive
Architects	Umberto Felci/Patrick Roséo

ing station is larger than one would expect and covers a functionally large storage locker below.

To starboard, the helm station boasts the engine controls for the Volvo 40 hp placed where they do not interfere. To port, there is a propane locker and jib furling control.

Aft, the fold-down swim platform is a neat touch. It has a built-in telescoping ladder that easily hides away and the 2:1 purchase lifting system makes raising it a breeze.

On the cabin top are two Harken 40 winches with control lines running aft on each side of the hatch. The controls lines include factory standard spinnaker controls and the expected stoppers. Around the hatch opening, there's an inlay for the optional dodger.

Moving forward is easy with the great 19" wide side decks. The 25" tall, double-life lines and solid wooden handrails give you all the support you would ever need. The 7-foot genoa track is perfect for this performance boat allowing a wide range with easily adjustable genoa cars. Flush salon deck hatches are a nice touch and provide super natural lighting below.

One thing I love (finally) is the great recessed furler drum. I hate the look of that big clunker forward and this design gets it low and out of sight. More importantly, it allows for a better sail design forward, getting the foot nice and low.

The anodized, aluminum performance profiled mast with double swept



The first impression you get is one of warmth brought about by the horizontal grained woodwork.

back spreaders is stepped on the keel. The discontinuous standing rigging is a single strand, stainless-steel cable and Dyform, with chrome-plated bronze turnbuckles. The running rigging in pre-stretched textile includes main and genoa halyards, boom topping lift, reef lines and a furling line.

The anchor locker is well down and has a nice remote windlass control. There are extra pad eyes forward for foredeck crew when needed.

BELOW DECKS

Below decks this boat is as exciting as it is above. (Three options are available.) The first impression you get is one of warmth brought about by the horizontal grained woodwork. Of course, the exquisite woodwork and finish is all one expects from Dufour and more. The additional detail of the white-coloured side panels is perfect. Integrated handrails throughout are practically placed. The starboard settee is large and wide (5' X 20") and folds up for storage.

Forward of this is a well-placed shelf and cabinet. Right and aft is the navigation station which is functional and not overbearing (as has been the temptation of late in some designs). Typical is its easy access panel and pivoting seat and small

drop storage space is standard. The space above accommodates the instruments array perfectly.

To port the elegant settee is very large measuring 6'4" in length wonderful self cabinets are above and the natural light is brought in by an additional pair of hull ports. Forward is a well done drop-in bottle cabinet. The designers have also added a neat, fold-down seat in front of the galley. The dinette table is a perfect size (again not overbearing) at 28"x 44" with a low hardwood fiddle trim and crumb hole making clean ups a snap. The table's removable legs allow an easy conversion to a berth, when needed. There is an optional dinette table that I would choose that folds over to reach the starboard side settee. It, too, easily folds for a berth conversion and has a shallow drawer on top with a bottle holder cupboard below.

To port, directly opposite the steps below the L-shaped galley, graced by Corian countertops, there is more than enough room. The preparation area facing the salon allows a great set-up for entertaining and meal preparation. A nice glass divider (aka Slash Guard) is a great detail that helps define the relative spaces. Wonderful counter-



The space allows for a two-burner, gim-balled stove as well as both a dual opening ice box and a front opening icebox.

level, sliding galley doors and three large drawers provide excellent storage as well as the three upper cabinets with gas support struts. The space allows for a two-burner, gimballled stove as well as both a dual opening ice box and a front opening icebox. The single sink is covered with a Corian cover insert. Natural lighting comes below courtesy of the two opening deck ports.



Right and aft is the navigation station which is functional and not overbearing. Typical is its easy access panel and pivoting seat and small drop storage space is standard. The space above accommodates the instruments array perfectly.

The aft head is a moulded fibreglass compartment; its black countertop is striking and the storage behind the mirror and under the sink more than adequate. There is an optional shower compartment that has a teak grate, moulded seat, adjustable shower head rail and provides access to the large cock-

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pit locker.

The port side aft cabin has 6'5" standing head room and sitting headroom at the head of the berth. The berth is 6'8" long and fits perfectly with its sculpted shape (4'2" at the head, 2'6" at base). There is a long shelf on the hull side and a double cabinet/hanging locker with shelves. Opening deck hatches provide great ventilation (but get the optional screen) and the cabin lighting includes a reading light too!

The starboard side aft cabin boasts a berth one foot longer and a bit wider as well. Again a long shelf graces the hull wall while ventilation comes through the cockpit port. The same storage and light-

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The forward cabin is bright and wide. The larger berth is complemented by shelves on each hull wall and the white hull interior treatment is a perfect fit.

ing attributes are here too. Access to mechanicals is easy on both sides.

If you opt go for it, the starboard aft cabin can also be a storage room. It would be accessed from the shower compartment or the cockpit seat and has more than enough room for shelving, inflatable storage, or extra sails; it could easily function as a small work place as well.

The forward cabin is bright and wide. The larger berth is complemented by shelves on each hull wall and the white hull interior treatment is a perfect fit. The fixed hull ports and larger screened hatch above provide the natural light. The small opening hatch and the larger one provide great ventilation. Lighting needs are perfectly addressed. To starboard the double cabinet has a hanging locker and shelf combination and the foot of the bed lifts for extra storage. There is a wonderful makeup table with mirror and sliding seat. Another nice hatch is above and even more storage surrounds the space as well.

One could opt for a forward head. Two heads are better than one they say and its design is a perfect complement to the standard one detailed earlier.

This boat's many qualities speak for themselves; it's a perfect elegant boat that can just as easily race as cruise and can just as easily excite as entertain. Dufour owners are fanatics, they are a cult unto their own globally and this boat will no doubt get a wonderful following and swell the ranks of happy Dufour owners in Canada and worldwide. ↵

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Smart Battery Chargers for Smart Boaters

By Andy Adams

SMART CHARGERS are not new, but they are getting smarter all the time and that's a great thing.

In almost every issue of *Canadian Yachting*, we suggest you add some new or upgraded piece of equipment to your boat and virtually everything runs on electricity. The highest draw equipment onboard would be your windlass, air conditioning and refrigeration, but new entertainment systems, navigation equipment and galley items can all add big load increases.

Complicating this, battery manufacturers are always working to improve the

performance of their products and new batteries can change the "charging profile" of the battery bank. Also, boaters sometimes replace only one battery vs. all the batteries in the bank which, again, changes the charging profile.

Smart chargers have been developed to deliver more effective three-stage charging and to better accommodate variations in new battery characteristics, but there are some key considerations. First, the boat builder originally specified a charging system that would work with

the OEM batteries. This system likely anticipated that charging would be at the dockside through the week (so over long periods of time) and the charger would be matched to both the batteries and the OEM equipment that draws power.

If you have upgraded or added equipment, the original system may become taxed to the max. At that point, some owners increase their battery bank capacity with more, or larger batteries, but that demands an increase in charging to match that capacity.

Another consideration is the way the boat is used. With all that new



38 Express



40 Sedan and Fly Bridge



42 Express and Fly Bridge



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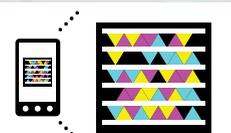
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Mastervolt's three-step+ charging method promises optimum efficiency and can also perform two individual functions. Of course, this is a battery charger that delivers safe, fast and complete charging of even completely depleted batteries but it can also serve as a power supply converting shore or generator electricity to appropriate 12, 24 or 48 V on-board power.

equipment, time at anchor and away from shore power may stress the system beyond what the boat builder ever anticipated and if you are running the generator just to re-charge batteries, it may not be under sufficient load, wasting fuel and potentially damaging a diesel genset over time.

Next, there's a new issue that we just learned about in a conversation with the engineering manager for one of the biggest manufacturers of marine charging systems. It seems that some people assume all new batteries act like the new lithium ion batteries. Some of us have rapidly become accustomed to the amazing new lithium ion technology and its performance. Among those who have recently replaced their battery banks, a few boaters now expect that they can deeply discharge the new batteries (like they do their computer batteries for

example), then expect them to recharge in a few hours.

If you bought lithium ion batteries like the Mastervolt Li-On MLI 12/320 (See *Canadian Yachting* November 2009, page 46) then OK...but new conventional lead acid batteries just don't perform like that.

There is confusion out there for sure.

There are four main types of batteries you find in marine use in larger boats:

- 1) Traditional lead acid flooded cell batteries
- 2) Absorbed glass mat (AGM) which is still lead and acid but of a very different design
- 3) Gel batteries, again using lead and acid but with much different characteristics
- 4) Lithium Ion (available in a few different variations)

The New Back Cove 30 Has Arrived



This latest offering from the leader in single diesel engine boats brings new levels of performance, luxury and efficiency to pleasure boating. Her resin infused hull and deck are lighter and stronger, helping her single diesel engine to use almost 1/3 less fuel than a twin engine boat of the same

size. Her interior has been designed for safety, comfort and style. And ample seating at the helm deck and cockpit create a warm and hospitable social setting for family and friends.

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Traditional lead acid batteries, often called flooded cell batteries, should always be maintained with a full charge and these types of batteries can only be discharged to, typically, about 50% without suffering some irreversible damage.

This damage is called "sulfation" and when a battery drops below a full charge for long periods of time, hard lead sulfate crystals can fill the pores in the plates rendering it almost useless.

New, high technology lithium ion batteries can literally be discharged to 80% and then, can be recharged to full capacity in a surprisingly short time. These batteries have special battery management systems built in and they require very special chargers too. Lithium ion is in a totally different class.

For the other types of batteries, new high-tech "smart chargers" can improve both overall performance and also charging times.

Charles Industries recently introduced their new IMC Charger line. These are state-of-the-art battery chargers specifically created for harsh marine environments and they feature configurable settings with a revolutionary "man-machine" interface which is a touch-panel control.

Among the key features are that these are four-bank programmable chargers with independent 12/24 VDC selection and they are available in 20 amp increments from 20 to 120 amps to best match your boat's battery set up. A Limp Home Mode on the 40 amp units and above allows power flow to continue operation at a lower output level if one power module fails. A smart alarm package provides output failure, high and low voltage and battery failure with audible alarm but the main advance on these chargers is the Display Technology and Configuration.

Simple intuitive menus for fast configuration of AC input voltage, DC output



The new line of IMC Chargers from Charles Industries have simple, intuitive menus for fast configuration of the AC input voltage, DC output voltage, charge current, charge mode, battery type, battery fault indicator and the over temp indicator with auto current reduction for added safety.

voltage, charge current, charge mode, battery type, battery fault indicator and over temp indicator with auto current reduction are controlled by a vacuum fluorescent display (VFD) for easy viewing.

Another leading electrical specialist is Mastervolt who recently completed a system-wide upgrade of its top-end battery chargers – the Mass Charger range – to make them even tougher with greater resistance to heat, vibration, humidity, and condensation.

Life in an engine room can be a bad environment for batteries and chargers. A special cooling process means the Mass Charger range can operate at full power, continuously, in an engine room with the temperature at a blistering 45°C, and the vibration rating is to the demanding IEC60945 standard.

BC-based Xantrex Technology Inc., a subsidiary of Schneider Electric, expanded their Truecharge 2 Battery Charger Series with the introduction of their 60-amp charger expanding that series of smart chargers to include 20, 40 and 60-amp models, each designed for maximum versatility and performance.

They call these smart chargers because they do so much more than merely charge the battery. An example is the ProNautic P series of chargers that have

twelve digitally-controlled performance charging profiles with fingertip selection. A ProNautic P can charge, condition, maintain and even recondition batteries while extending battery life through a complex series of charging steps.

ProNautic P models automatically remove stress on a fully charged battery by incorporating a built-in conservation mode that reduces float voltage when the unit does not register a load greater than 5 amps over a 72-hour period. Packed with intelligent features, the charger systems automatically recondition batteries to improve battery life and reserve power performance every 21 days if in a state of short- or long-term storage.

It is smart indeed! And, it is smarter still to go to your marina or repair yard to get a properly qualified technician to install any of the items discussed here. Even just installing a set of new batteries can be complicated because the charging profile will probably have changed. The charger needs to have the correct charging profile to work to maximum effectiveness.

The charger needs to be a minimum of two feet up from potential bilge-water splashes, as far as reasonable from heat and vibration, connected with suitably heavy gauge wires and tightened so there is no area of higher resistance.

Really, considering the electrical load demands in modern cruising yachts, it makes sense to pay the pros to get the right outfit for your needs. Smart chargers for smart boaters! 🐟

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Photo: Don Butt, [AP](#)
Entrance Island, British Columbia, Canada



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

Din order to allow for editing, layout and proof-reading before Port Hole goes off to the printers, we begin work on the summer issue in mid-March. If you live in Saskatchewan, that timeline presents certain challenges. In short, it's not easy to think summer when there are blizzard warnings on the Environment Canada website and highway hotline uses words such as "slippery, ice patches, swirling snow."

This year, it's even more difficult to concentrate on the delights of a summer on the water. This year, I am writing this column eleven days after Japan was hit with an earthquake and a tsunami. It's not easy to connect to the memory of a steady breeze, taut white sails, and the caress of the smooth warm varnished wood of the tiller. Not while other images are so fresh – when the truth of the power of water has become so apparent, when the world is filled with videos of fishing boats caught in a ten-metre wall of water moving at 800 km an hour, sliding helplessly over ten-metre sea walls, tumbling like bathtub toys, disappearing.

It will be a very long time before any of us will believe in the absolute permanency of places, things, lives.

Some of the Japanese who have been interviewed said they had only 15 seconds warning before the tsunami hit. There is no way you can prepare for a tsunami.

If there is a message we boaters can take away – beyond taking time to

reflect on the strength of the Japanese people in the face of unbearable tragedy – it is that we should be as prepared as we possibly can be, even though we know there are many situations that are well beyond our control.

We can be safer on the water if we take all the courses we need, and then perhaps an extra one or two. We can be safer if we take time on a calm day to practice man overboard, over and over until we can do it without thinking, so that if it does happen in the middle of a storm and high seas we will respond automatically. We can be safer on the water by checking weather forecasts before we leave the house, if we remember to consider long term prognostications, rather than just looking for potential showers this afternoon. We can be safer if we memorize all the storm warning signs, if we know them so well that our instincts will take over and warn us of potential problems long before we are conscious that the situation around us is changing.

And we can all be safer on the water if we take time to look out for one another. That's something else we can learn from the Japanese response after an earthquake and tsunami. They formed little communities. They shared food. The stores cut prices. They set up makeshift outdoor kitchens, some place that was warm, where people could gather. Boaters need to hone those attitudes.

Finally, if you fly your CPS flag or wear your CPS shirt, remember that you might be some boater's first introduction to our organization. Ensure

that your knowledge, your awareness of your surroundings, and your courtesy on the water make you a good ambassador. 

The new math: Summer cruises = Port Hole winter stories

Port Hole is looking for your summer cruise stories.

200 words if you found the best secluded anchorage in Canada – and you don't have to describe exactly where it is, given you might not want to be joined by 200 boats next summer. However, a photo would be appreciated.

500 words for a lesson learned. Possibly the hard way. You are allowed to change names to protect the guilty, but the editor should know you have done so. The editor, not incidentally, has a reputation for secret keeping that rivals the rules around the confessional. A photo or not, as you choose. Apparently, in the midst of chaos and potential catastrophe, many boaters forget to bring out the camera.

Up to 1,000 words plus photos for a good cruising yarn. Lots of details. No white washing – if the weather was horrible and the crew discovered that there's no room for privacy for six people on a four-person boat, if someone left the ice cubes in the sink and that was the end of cold drinks after a hot day, feel free to say so. On the other hand, if you had one of those magic trips that will warm your heart forever on the coldest winter's nights, tell us about it. We might envy you, or you just might trigger an almost forgotten memory of our own, so that we will bless you instead.

Pack your camera – some of the cheaper little ones take remarkably good photos if you don't want to pack the big one and all the lenses and filters. Take along a couple of notebooks and at least three pens. Don't count on your memory. By the time you get home, the trip is going to be a blur and you will realize you have no idea how to spell the name of that delightful cove and you've no way of crediting the fellow on the 45-footer for that very special safety tip he offered – was it at Gananogue, or Brockville, or somewhere off Dorval Island?

Let us know what you have. We will look forward to reading it all.



Joe Gatfield, AP National Training Officer
Windsor Squadron

“Best in Class” Moving Forward

At the recent Spring Training Meetings, the Training Department focused again on the three major goals of the Strategic Plan that relate directly to the department. The mandate to have a “Best in Class” *Educational Experience* has certainly been acted upon by the various Course Directors and Committee Chairs.

I would like to update you with the three goals as set out.

Strategic Plan Goal 2: *Institute a continuous improvement process specific to the content and relevancy of all courses.*

As a result of the re-accreditation process with Transport Canada and the Pleasure Craft Operator Competency program, CPS has met the new higher standards for both its Pleasure Craft Operator Card (PCOC) manual now called *The Approved Boating Basics Manual* (formerly Boat Pro) and the *Boating Course*, now Version 10. Both courses meet the new minimum requirements of 257 knowledge requirements and the standards set by Transport Canada for all PCOC tests now standardized at 50 questions. CPS has taken the opportunity to ensure our PCOC Manual and Boating Manuals continue to meet today’s educational standards. Boating has been improved with a greater emphasis on Electronic Navigation, a reduction of three traditional cruises and the addition of one GPS Cruise.

Strategic Plan Goal 3: *Formalize a*

CPS Qualified Instructor designation.

The Training Department approved the *Recognized Instructor* designation. With qualification requirements at the Fall Conference in Nanaimo, this will become effective in September, 2011. The roll out of this program began in April and the initial implementation will be complete by September of this year.

Recognized Instructors for Government regulated programmes offered by CPS will have one of the following qualifications:

- Former Instructor Techniques or current Instructor Development Course
- Recommendations from those with Professional Certification (an equivalency table will be developed to recognize training courses taught in the workplace etc.)
- Recommendations from the Squadron for instructors with a minimum of three years experience
- Recertification will follow after four years of instructing (this programme is to be developed – could be an on-line seminar, a round table discussion, etc.)

All applications for recommendations and information are available on the website.

Strategic Plan Goal 4: *Prioritize commitment to provide On-Line access to CPS courses.*

The suspension of all on-line testing at midnight April 14th has afforded CPS the opportunity to become accredited under the new terms of reference as set out by Transport Canada (TC). CPS

has always maintained a policy that education has been a key element to safe and fun boating. The new standards for on-line education and testing after April 14th include the following as a minimum:

- Minimum of 3 hours of on-line course study.
- Minimum of five modules to be studied.
- Minimum of five pre test quizzes to be taken (one per module) with a pass rate of 80% each prior to advancing. If not successful, candidate will start over.
- 50 question TC PCOC test with a pass rate of 75%.

CPS has entered this market to capture those who:

- Potentially would have taken an on-line course and test with a competitor
- Will only take the course and test on-line due to their personal educational choices
- Have time constraints and need to study at variable times of the day or when traditional classroom lessons are not available (eg. Summer)
- Live in remote areas not accessible to traditional educational methods

The Distance Education Committee is to be congratulated on the quality of the package prepared for on-line study. It certainly meets the standards of CPS and those that take the test after completing the on-line course will have the tools to practice safe boating and have fun while doing so.

We look forward to a new genera-



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tion of boaters discovering our wide variety of excellent courses.

The Training Department continues to move forward on the three goals of the Strategic Plan and many other initiatives and Course Developments. You can read the min-

utes of the Spring Training meetings which are available through the Training Department section of our Members website.

MAILCALL theporthole@cps-ecp.ca

Thanks for sharing the update regarding the Officer's Guidebook, Member's Moorings, WBAS etc. Maintaining a direct link to Bridge Officers, is essential in keeping those of us holding office, aware of changes occurring within the organization.

Regards,
Harry Harris
Western Ontario District. Membership Officer

Note: The update referred to is the March 2011 Officers' Newsletter distributed electronically (eBlast).

Dear Joan

I am very sad to advise you that my Senior Aide, Ralph Murray, passed away this morning after a brief battle with esophageal cancer.

Many of our Members may have met and remember Ralph from attending our Annual General Meetings and Conferences. Along with his wife, Carole, Ralph has been an Aide for 7 different Chief Commanders over the past 12 years. For the last 10 of those years and for the last 6 Chief Commanders

they have been the Chief's Senior Aides which included responsibility for organizing many aspects of the Chief's activities during the conferences. Members will remember Ralph as always being there trying to keep us in line.

Ralph was a 31 year Member of CPS and had earned 29 Merit Marks. In addition to his Chief's Aide duties, Ralph held many other positions including Squadron and District Commander and most latterly, District Regional Training Officer for Pacific Mainland District.

Not only have we lost a dedicated fellow volunteer, but also a good friend, husband, father, and grandfather. Ralph will be sorely missed.

Sincerely,

Mal Blann
Chief Commander
Canadian Power and Sail Squadrons



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Tony Cook, S
Chair, National Communications Committee
Toronto Squadron

Who does what?

Each year, new members join CPS following completion of the *Boating* or *Boating Basics* course. Their exposure to the organization is initially restricted to their local Squadron, or simply to the instructor who guided them through their course. An enthusiastic instructor might encourage a student to volunteer to help with Squadron activities. This new member will quickly become aware of the roles played by fellow volunteers, but what of the others who remain uninvolved? What are the opportunities open to them to volunteer their time?

The Members Moorings website contains information on the departments and committees which exist to support the work of Squadrons. A key document is the National Directory. Provided in PDF format, the Directory lists every Department, Committee and District with contact information for every officer, committee member and staff person. It is updated regularly.

Such is the structure of CPS that one finds many officers playing various roles. Most National and District officers remain active with their local Squadrons, teaching or helping with their Bridge. Since positions at these other levels of CPS are normally restricted to a specific term, there is an annual turnover which creates the need for new entrants. There are opportunities galore for member involvement.

The Officers Resource Website and Members Moorings

Why have two sections? Simply put, the amount of information available to Members and Officers is such that the original Members Moorings became overloaded and difficult to search. With the introduction of our Web-based Administration System (WBAS), it became possible to assign access levels to the private sites according to a Member's role. It was thus possible to separate information which is of interest purely to Members who were active in a specific role from information which is of general interest. Every Member has access to Members Moorings; only Officers may access the Officers' Web.

When a Member is appointed or elected to office, his or her WBAS profile incorporates the new access level. When next logging in, the site adjusts to show that Officer just the areas that are available for the specific role.

Newsletter mailings

Commonly referred to as "eBlasts", our electronic newsletters are targeted mailings directed either to the membership as a whole, for general news and information, or to groups of Officers for specific information relating to their roles. It should go without saying that ensuring your email address is current with CPS will keep the news coming. Log in to the national site and check your profile today.

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JET SET

Bradley Schmidt

Planning the Nomad Restoration

Two columns ago I penned an article about an upcoming project, our 1962 Nomad Camping Trailer / Boat combination. It stirred some real interest – we even received a letter from the son of one of the creators, Dave Walker. Dave wrote:

*Hi Bradley,
My family and I were thrilled to read your Jet Set article about the Nomad Trailer. My father, Harry Walker, was a partner in Imagineering Associates, in fact that's him in the boat on the cover of the brochure. Unfortunately he passed away almost 13 years ago. He would have been ecstatic to read your article and acknowledgement of what a brilliant idea the Nomad was... and maybe still is - 50 years later. My siblings and I were all too young to really remember the Imagineering/Nomad days but Dad did speak fondly and favourably about them occasionally. He had a passion for art, design and engineering. This combination fuelled many creative ideas of which the Nomad may have been his favourite.
Thanks for the memories.
Dave and the Walker Family.
P.S. We also have a Nomad shell, no interior or canvas. Serial # 63-478.*

With the new four stroke outboard on the way (read our last column for details) and spring just around the corner, it's high time for me to get the Nomad out of storage and start its restoration. Any of you who enjoy working on projects probably know the feeling, having so much to do, and so little time. I find I work best against a deadline, so I procrastinate until the last possible moment, then work non-stop, kicking and screaming along the way. The hope

is our Nomad trailer will continue to bring our hobbies together. How else can we marry vintage car shows, camping, and boating into one package?

The boat portion of our Nomad needs the most work. The 48 year old gel coat is showing its age, cracking and splitting, but the fibreglass beneath is sound with only a few problem areas. The plan is to strip off all the gel coat, then build the structure back up with a high quality cloth and polyester resin. Once dry the surface will be sanded and filled until I can lay down a glossy automotive style finish. The exact colour scheme is a source for hot debate right now at the Schmidt house, but this unit will be towed behind a bright orange 1972 VW Beetle, or a bright green 1976 VW Westfalia, so I am sure those colours will make an appearance. With all that bright paint going on the boat portion, the trailer portion will surely need to be sprayed as well. We can't wait to get this thing finished.

The inside will force me to call in a few favours. My father, a retired design and technology teacher, will make short work of the wood parts, all of which need replacement. His job will be to make new seats for the boat, a new cabinet and folding bed inside. He will use the originals as templates, but take some liberties to modernize and refine the original design.

The fold-out tent leaves us with the most questions right now. We don't have a template from which to work, but I'm sure with some friends, steel tubing, canvas, and a sewing machine, we'll put something together.

The biggest VW show we are attending this year is on the Victoria Day weekend in Ypsilanti, Michigan. It sure would be exciting if a freshly restored piece of Canadian engineering stole the show!



CPS Receives a Special Recognition Award from the Lifesaving Society

The Lifesaving Society (B.C. & Yukon Branch) recognized volunteer commitment and rescue bravery at the 99th Annual Commonwealth Honour & Rescue Awards on Saturday, March 12, 2011 at the Hotel Vancouver. Canadian Power and Sail Squadrons received a Special Recognition Award for work on safety and accident prevention through education, raising public awareness of boating safety issues, and promoting the acquisition and appropriate use of safety equipment.

The award was presented to Chief Commander Malcolm Blann, District Commander Don Griffin and District Executive Officer Nancy Gibson of Pacific Mainland District, B.C. by Lieutenant Governor, The Honourable Steven L. Point, OBC, and Member of B.C. Provincial Legislative Assembly, Burnaby North, Richard Lee.

The citation reads as follows:

Canadian Power & Sail Squadrons is a volunteer-driven national organization with 36,000 members belonging to 162 Squadrons spread from Coast to Coast to Coast. Their emphasis is on safety and accident prevention through education, raising public awareness of boating safety issues and promotion of acquisition and appropriate use of safety equipment.

The education is accomplished through 21 professionally prepared and delivered courses and seminars offered to both members and the public. During the 2010 training year they directly educated 19,000 boaters and/or members of the public.

Their public outreach work includes participation in the Canadian Safe Boating Awareness Week, which includes a wide range of activities also promoting boating safety, the need for education, safe and environmentally friendly boating practices and promotion of lifejacket/pfd wear.

Education, awareness and preparedness recently resulted in four members of CPS being awarded the Canadian Safe Boating Council Award for "Rescue of the Year" from the Canadian Safe Boating Council for a night-time rescue and saving the life of a crewman from a capsized sailing vessel in Lake St Clair, Ontario, in 50+ knot wind gusts and 1 to 2 metre high seas. Education does produce dividends and for that we are thankful for the work of the Canadian Power & Sail Squadrons.



Member of B.C. Provincial Legislative Assembly, Burnaby North, Richard Lee, District Executive Officer Nancy Gibson of Pacific Mainland District, District Commander Don Griffin, Chief Commander Malcolm Blann, Lieutenant Governor, The Honourable Steven L. Point, OBC.



Get a Courtesy Check

Prepare for your boating season by getting a FREE Courtesy Check from Canadian Power & Sail Squadrons (CPS) and get your safety inspection sticker. CPS, working in partnership with Transport Canada's Office of Boating Safety, will help ensure that you and your family have an enjoyable and safe summer on the water.

Get a Courtesy Check from a CPS Boating Safety Specialist at your marina or launch ramp and verify that you have all the required safety equipment on board.

Contact your Regional Coordinator to set up your FREE courtesy Check by visiting: www.cpsboat.ca



Photo: Don Butt, AP

Summertime Haul Out

Ten useful things learned at the boatyard

Larry MacDonald, AP
Pender Harbour Squadron

Within months after buying our first boat, the through-hull valve for our toilet discharge broke in the closed position, making the toilet unusable. Since this valve is below the waterline, I decided to do our first haul out.

An online search netted 30 boatyards that allow owners to do their own work. I learned that haul-out prices, daily storage fees, and wait times varied widely from yard to yard. I picked one that I had heard was reasonable and friendly and close to home, and made arrangements to have our boat hauled for a couple of days.

With our boat out of the water, I discovered that the epoxy coving between the steel keel and fiberglass bottom had become delaminated, the prop was partially eaten away by electrolysis, and the bottom was long overdue for a paint job. A couple of days turned into a couple of weeks during which time I learned the following 10 tips.

1. In some boatyards, equipment such as grinders, polishers, ladders and scaffolding is freely available to owners who want to do their own work. Materials such as zincs, grinding and polishing pads, thru-hulls, and painting supplies can be purchased at the yard's office. Specialty items such as propellers and engine parts can be ordered through the yard. Shipwrights, mechanics and painters are available but very busy May through September so it's best to book their services in advance.

2. Replacing through-hull valves, especially those in confined spaces, requires dexterity and determination. Prerequisites for success are the ability to contort one's body to fit under a sink counter and the forearm strength of a gorilla (or a clever technique). I struggled for more than an hour trying to detach the rigid rubber hose from the faulty through-hull valve. Ted, a fellow boater in the yard,

suggested using a hair dryer to soften the rubber. It worked like magic. I also used the dryer and liquid soap to reattach a new hose to the new valve. I had planned to use Vaseline but Ted warned me that its petroleum base causes rubber to deteriorate over time - not something I wanted happening to my toilet-discharge hose.

3. Zinc plates used to address the problem of electrolytic corrosion must make a good connection with the boat's negative ground. I discovered that my aluminum prop resembled Swiss cheese because the attachment surface between the zinc and metal sail-drive unit was painted. The prop rather than the zinc became the sacrificial metal. A bit of sanding before installing a new zinc resolved that problem.

4. I learned the hard way to wear a proper mask when sanding or grinding a boat bottom. The resulting dust contains heavy metals, such as copper, which are harmful to the lungs. After about an hour of sanding without a mask, I began coughing. Several days later, I was still hacking dark stuff out of my innards. I tried a white surgical mask that attached to my face with a rubber band, but it did not provide adequate protection. So I finally relented, purchasing a proper respirator, with replaceable filter and airtight fit around the nose and mouth, for about \$50. This mask also came in handy when painting the bottom and an enclosed space within the boat. At 25 bucks a lung, it proved to be one of my best boating-accessories investment.

5. There are many different brands of bottom paint, ranging from about \$100 to more than \$300 per gallon. However, there are only two basic types: ablative and non-ablative. The former wears off slowly with the boat's movement through the water so fresh paint is always exposed to prevent algae buildup. The latter is more permanent and may contain silicone to prevent algae buildup. Apparently, ablative can be painted over non-ablative but not vice versa. The yard staff could not determine which type was on my boat, so I went with the ablative type. The less expensive brand that I chose had been recommended by another sailor in the yard who said that two coats usually lasts him three years.

6. Instructions on the paint can about area coverage in square feet suggested one gallon per coat so I purchased two gallons - about a half-gallon less than what I needed for two coats. Since this particular paint only came in gallon sizes, I had to purchase another gallon. In hindsight, I simply should have bought more than I thought I would need and if I didn't need it, returned the unopened can. After the first coat dried overnight, I was helped by yard staff to relocate the boat stands so I could paint the unpainted portions on the second coat. I always wondered how they did that.

7. In preparation for painting my boot stripe, I tried using regular white masking tape. Unfortunately, this product kinked when I applied it on my curved hull surface. It also

left traces of glue. Another boater, Ken, suggested I use a narrow width of green or, better yet, blue professional masking tape. It is more pliable, and does not leave glue residue. He suggested removing the masking tape before the paint dried to prevent peeling - something every painter knows I guess - which meant masking twice for two coats.

8. When painting my boot stripe, I used a small foam roller that left tiny paint bubbles resembling goose bumps. I hoped they would go away as the paint dried. They didn't, requiring a couple of hours of careful sanding. Ken suggested using light strokes with a foam brush over the newly rolled paint to take away the bubbles. Voila. The resulting surface looked as if it had been professionally spray-painted.

9. Our boat had a bad case of "halyard wrap." The halyard occasionally wrapped around the forestay, preventing the jib from furling. On our last outing, the halyard broke near the top of the sail and fell back inside the mast. (I guess I shouldn't have used a winch without fully assessing the problem.) Going up the mast in a bosun's chair is less scary if the boat is steady rather than rolling in the water. So I arranged to have a boating friend, Herbert, winch me up for my first time aloft. He suggested attaching a two-foot length of bicycle chain to a light line and lowering it down to the exit hole on the side of the mast. After fishing it through the hole, he attached a heavier line, which I hauled to the top of the mast. The last step was attaching the halyard to this heavier line and hauling it up. Using the bicycle chain as a weight proved ideal for slinking the pilot line past other lines, wires, and obstructions inside the mast.

10. Halyard wrap happens when a length of the halyard extends parallel to the forestay from the masthead sheave to the top furling-bearing. Several companies address this problem with a halyard-restrainer device consisting of a sheave that attaches near the top of the mast, redirecting the halyard at a slight angle to the forestay. The one I purchased proved to be too small for my mast. While searching for a larger device, I figured out an "ah-ha!" solution to halyard wrap: I reduced the length of the halyard extending from the masthead sheave to about 10 centimetres, moving the top furler closer to the mast and making the halyard too short to wrap. Then I added a length of line from the head of the sail to the bottom bearing of the top furler of sufficient length to allow the sail to be hoisted tightly between tack and head. This solution was simple, inexpensive, and could be done without going aloft. And best of all, it works.

Spending two weeks in the yard working on my boat proved to be a great learning experience. I found that on land, just as on water, most boaters tend to be helpful and willing to share their knowledge and experience with novices like myself. 📺



JUST ASK JOHN

John Gullick, CPS Manager of Government & Special Projects

To view John's FAQs visit www.cpsboat.ca and click on Boating Resources

I often get asked for suggestions about preventive maintenance, especially by those boaters who like to fish and hunt.

Preventive maintenance is something of which all boaters, including those who fish and hunt, should be mindful of. Certain tasks are best carried out before the boating season starts and others when the boat is being prepared for winter storage. In addition, routine maintenance carried out at regular intervals during the season will help avoid trouble and add to a safe and enjoyable boating season. Nothing can be more frustrating and ruin a day of fishing faster than a simple breakdown that could have been avoided by some proactive attention.

To ensure that all required maintenance tasks are undertaken every boater should prepare and then follow a check list and schedule that will meet the requirements for each individual boat.

Here are a few examples of specific items that should be given attention. These tips are taken in most part from Canadian Power & Sail Squadrons new *Boating Basics Handbook*. www.cps-ecp.ca

The Hull

The hull should be cleaned and checked regularly for damage and leaks. If the boat is being stored for the winter, the outside should be washed with fresh water and an environmentally friendly detergent to remove tar, oil and algae. The bilge should be inspected regularly to ensure there is no fire hazard from oil and grease. Any water should be removed.

Remember to clean down your boat, motor(s), trailer, anchor and lines to avoid transferring invasive species as you move from one lake to another. Make sure your live wells and bait buckets are also thoroughly cleaned out.

Wooden Hulls should be cleaned and checked for rot and damage, then repair, sand, re-caulk and paint. A planked boat that has been allowed to dry out should be put in the water, but not used until the wood has had time to swell. If this precaution is not taken the boat may leak very badly and sink.

Check Fibreglass Hulls for delamination (the separation of Fibreglass layers) and for osmosis (surface blisters caused by water absorbed through the surface into the Fibreglass).

Look for rust and damage on Steel Hulls. Repair, if necessary, then sand and paint.

Inspect Aluminum Hulls carefully for the appearance of white powder patches which are a sign of deterioration. Any such patches should be sanded and painted.

Engine

The engine(s) should be carefully adjusted as recommended in the owner's manual. Oil and fuel levels should be maintained. Change the engine oil at the recommended intervals. Outboard motors must have the correct gas/oil mixture. The lower unit should be drained and refilled with fresh oil prior to winter storage. If this is not done, water that may have seeped in during the summer can freeze and split the casing. Removing surplus grease and oil from the engine will reduce fire risk.

Trailer

All nuts and bolts holding the rollers and the adjustable couplings should be checked for tightness.

Check that the safety chains are not worn or distorted and the lights are functioning properly. Tires should be inflated to the manufacturer's recommended pressure. Inspect wheel bearings prior to winter storage and repack if they have been submerged in water.

Other Equipment

All equipment, including dock lines, anchor lines, safety equipment, lifejackets and PFDs should be cleaned, checked and replaced as necessary. Nuts, bolts, and hose clamps should be checked regularly for tightness. Where navigation lights are fitted, the wiring should be checked and bulbs replaced as necessary.

The battery should be kept charged, the liquid level checked and the terminals clean and tight.

Winter Storage

If a boat is stored under cover for the winter, it will keep cleaner and be less exposed to the weather. It should not be sealed up tight but should be well ventilated to prevent mildew and rot. Small boats that are stored outside should be turned upside down so they do not fill with snow or rain and should be raised off the ground on blocks to allow for drainage. 

Did you know...

Keep safety at the top of your checklist

When you finally get around to tackling those boat repairs you've been putting off, don't overlook the dangers that many products can pose to your health and the environment.

Fibreglass

Always wear a mask any time you drill, cut or sand fibreglass. The resulting silica dust can lead to silicosis if inhaled. Although fibreglass is thought to be less carcinogenic than asbestos, it can still be harmful. Some older fibreglass boats actually contain asbestos.

Paint

Smelly and hard to clean up, oil-based paints take a relatively long time to dry. When repainting your boat's interior, consider using latex paint. Look for primers for oil-based finishes that allow recoating with water-based latex. If you must use an alkyd paint, work in a well-ventilated area and be careful with fire. In enclosed spaces, wear appropriate clothes, gloves and a good quality respirator designed for organic vapours.

Heavy metals

When getting rid of batteries or anything else containing toxic metals like lead, antimony, cadmium and arsenic, dispose of them properly. Many retailers offer battery recycling, and some may even give you a discount. Many solder joints contain lead and sometimes antimony. Try not to inhale solder fumes.

—USPS Compass

Green Marine Maintenance Tips

- Keep your bilge clean and do not pump oily water overboard
- Use bilge absorbents in place of detergents
- Bring garbage home and do not litter
- Use detergents sparingly and when you do, use Eco rated products that contain no phosphates
- Clean up all spills immediately and properly dispose of all cleaning materials
- Use only paints approved for marine use and clean up all materials from sanding or scraping
- Report pollution when you see it to a Government of Canada pollution prevention officer. The Transport Canada Safe Boating Guide contains a list of telephone numbers

Remember: A WELL MAINTAINED BOAT IS A SAFE BOAT.

—John Gullick, Manager of Government and Special Programmes

Marine Weather Forecasts

Marine weather forecasts are available 24 hours a day in some areas through Environment Canada's Weatheradio service on the VHF-FM radio band. To get these forecasts, you need a Weatheradio receiver or a VHF marine radio. For more details, visit www.msc-smc.ec.gc.ca/msb/weatheradio. You can also get continuous forecasts from the Canadian Coast Guard on marine VHF weather channels. For a complete list of Environment Canada weather services across Canada, visit www.weatheroffice.gc.ca or contact them.

speed	WIND SPEED		
	knots	miles per hour	kilometers per hour
	10 kn	12 mph	19 km/h
	20 kn	23 mph	37 km/h
	30 kn	35 mph	56 km/h
	40 kn	46 mph	74 km/h
light	less than 12 kn	less than 14 mph	22 km/h or less
moderate	12–19 kn	14–22 mph	22–35 km/h
strong	20–33 kn	23–38 mph	37–61 km/h
gale	34–47 kn	39–54 mph	63–87 km/h
storm	48–63 kn	55–73 mph	89–117 km/h
hurricane	64 kn or more	74 mph or more	118 km/h or more

BOOK REVIEWS



BOOK REVIEWS FOR A SUMMER'S LONG EVENING

"Books are the compasses and telescopes and sextants and charts which other men have prepared to help us navigate the dangerous seas of human life." ~Jesse Lee Bennett (teacher and writer, 1907 - 2000)

"Books are lighthouses erected in the great sea of time." ~E.P. Whipple (1819 - 1886, essayist and critic)

Those are two good reasons to spend some of your "lazy hazy crazy days of summer" curled up in the cockpit, a cushion at your back, something refreshing to drink within reach, and a good book in your hands. Whatever your boating pleasure, we've tried to include a little something for almost everyone in this batch of suggested summer books.

The Great Lakes, text by Pierre Burton, photos by Andre Gallant, Stoddart Publishing, 1996, 222 pages, ISBN 0-7737-2971-2

If you don't want to read, get this one for the photographs, which are spectacular. Photos include the 1,000 Islands and a 1688 map of New France with the Great Lakes and tributaries shown in incredible accuracy. The text is vintage Burton, history made engaging. He works his way from the Ice Ages to the fight to save the inland seas. There are disasters, shipwrecks, and a full page photo of the Eastland

turning turtle in 1915 with a loss of 835 people, the worst disaster in the history of the lakes. There's a photo session on the parks around the lakes and a chapter on Burton's own love affair with Point Pelee. And there's Burton's writing: "Lake Huron, with its thirty thousand islands, reminds me of a fussy maiden aunt." Copies of *The Great Lakes* are available, used, cheap, from amazon.com, so it's still around, which is good, because if you borrow this book from a library, you are going to want to own a copy.

A Couple of Tea, Ann Benattar, Shoreline Press, 2010, 226 pages, ISBN 978-1-896754-83-3

For 16 years, Ann Benattar wrote a column for the Muskoka Sun. Her family lived in Montreal's West Island area and owned a cottage at Muskoka. "My love of Muskoka began the first time I was up here, at Norway Point, when I was a baby," she writes. She explains that she survived the Great

Ice Storm of 1998, without heat or power in Pierrefonds, only by thinking about summers at the lake, but this is a direct and honest memoir, not a saccharine image of perfect lake life. She is blunt as she describes her problems with their boat, the Blue Champagne, but there might be no funnier bit of Canadian writing than the chapter about Ann, at 80, with her 87-year-old cousin, Jenny, going skinny dipping for one last time, just for nostalgia's sake. Benattar writes about cottage life and boating on small lakes with insight, clarity and a sense of humour that appears to be her natural gift.

The Complete Sea Kayaker's Handbook Second Edition, Shelley Johnson, McGraw Hill, 2011, 300 pages plus 20 pages of resources, ISBN 978-0-07-174711-0

"Some people assume they'll never be the ones we read about in the morning papers. You know, the stories about victims of stupidity or natural disasters, or both. I live in fear of being humiliated by such an incident, and my anxieties drive my trip planning skills," writes Shelley Johnson in this update of her original edition, now 10 years old. Johnson is on a mission. The past 10 years have seen big changes in materials, designs, and where and how kayaks are sold, she says. The biggest change is the popularity of recreational boats less than 14 feet, smaller, wider kayak designs that have more people willing to try kayaking. This is good, she said, but "it is somewhat troubling that there is often little regard for safety and good technique by these new paddlers and the stores that support their purchases. How much could it really matter for an hour on the local pond?" Johnson believes it does matter, and she is concerned that inexperienced paddlers are dying when they take these smaller boats out to sea. Her book is truly a

complete guide to safe kayaking – from the clothes to wear to fitness and stretching, from a comprehensive guide on what type of kayak will most suit you and your needs to plotting, navigation, weather, logistics and safety. The text is backed up with illustrations and, more importantly, photos where a drawing won't convey the exact meaning. Equally useful for the person who really does intend to use a kayak "for an hour on the local pond."

A Seaside Alphabet, Donna Grassby, illustrated by Susan Tooke, Tundra Press, 2009, picture book, ISBN 978-0-88776-938-2

This is Canada's eastern seaside, with Bluenose II, and the Vikings, Fundy fossils, sailboat races and fishing. Some of the alphabet lines are lovely tongue twisters, there are lots of big words – salient, and zealous, and navigates – to delight the adult reader as much as the preschool listener. The illustrations are realistic, detailed, and filled with potential for more story-making. But, very best of all, there is not an illustration of a person in a kayak, a sailboat, out fishing, or on a windsurfer without a very visible life jacket. The kayakers are also wearing hats. The sailor at the helm on the racing boat has his whistle attached to the front of his life jacket. The message, is there, subtle, unspoken, and clear – which is exactly as it should be.

It's Not About – the Rose, the Hunter, the Apple, the Crumbs, the Pumpkin, Veronika Martenova Charles, illustrated by David Parkins, a series of five books, each stand alone, Tundra Press, 2009, Easy to Read, individual ISBNs for each of them.

It's raining. It has, in fact, rained for three days. You are trapped on board with the kids – yours or the grandkids or the neighbours' – and you have run out of ideas for activities suitable for

small spaces. But did you know that our Cinderella, she of the glass slipper and the pumpkin coach, was, a thousand years earlier, a Chinese folk tale – which is why those tiny feet were so important – and the wish-giver wasn't a fairy godmother but, instead, a magic fish who was discovered and eaten by the wicked step-mother? In Indonesia, the Beauty and the Beast are a youngest daughter who agrees to marry a lizard who is the only son of an old woman. Each book provides three versions of the tales we all thought were unique to us – It's Not About The Crumbs provides the African and Japanese versions of Hansel and Gretel, It's Not About the Hunter is Little Red Riding Hood from France, Italy and China. The possibilities for discussion are endless. Bring along some blank, lined notebooks and crayons or felt markers, and there's no reason that the kids can't be encouraged to write their own versions – even after the sun shines again. Which will, in true fairy-tale fashion, guarantee that you will all live together on the boat, happily ever after.

Canada: Recreation Atlas, MapArt Publishing, 2001, Oshawa, ON., ISBN 1-55198-014-2

This is not a navigational chart. However, it's a wonderful addition to your on-board bookshelf.

It delivers exactly what it offers – information on access to recreation in Canada, including, for the trailer-boater, kayaker or canoe fancier, highway maps, campgrounds, canoe routes, and conservation areas as well as boat launches. For cruisers, the 144 page atlas provides land maps and information on off-boat entertainment – parks, special attractions, golfing, safe swimming areas. Everything is coded for easy reference. Copies are available, new or used but be warned – some of

the Internet prices for a used copy are higher than the original sale price and considerably higher than the \$19.95 I spent for my copy, which I bought during last year's conference in Nanaimo.

The Story of the America II: It's construction and Sailing in Bogue Sound, Henry C. Stephens, Shoreline Press, Ste-Anne-de-Bellevue, 2010 ISBN 978-1-896754-66-6

"When we raised the sails for the first time on the America II, I prayed that it would move, be reasonably controllable and sink slowly. It did not sink at all and did everything else I hoped for and then some." That was an email response from Henry Stephens' eldest brother, John Lee, following the maiden voyage of the family's home-built skipjack.

The family had owned, and loved, an authentic skipjack, America I, built in 1921, a working sailboat used for harvesting oysters on the three days a week when it is unlawful for power boats to catch oysters in Chesapeake Bay. However, the boat was lost during Hurricane Ginger, and that led to the notion that the Stephens family could build a replacement. They budgeted \$2,000. The sails cost \$1,400. There were challenges involved in modifying plans for a working sailboat so that it would be more manageable for pleasure sailing, but dream did become a reality, even though Henry was a teacher, not a boatbuilder or marine designer.

It's a little book, 104 pages, crammed with colour photos. It's a story gently told as Henry describes the steps involved in building the wooden boat of their dreams after they discovered that a 20-foot fibreglass, bought after the loss of America I, just didn't fill the void. Most of all, it's a book that proves that dreams can, and do, come true.

The Spirit of Belleville's America's Cup Challenge Sails Again

America's Cup Jubilee August 18 to 25, 2001, Cowes, Isle of Wight, England

Susan Smith
Bay of Quinte Squadron,
Belleville Ontario

What better experience than to be able to participate in the America's Cup Race? And that is just what 15 members from the Bay of Quinte Yacht Club (BQYC), several of them CPS members, did in 2001. How was this small yacht club located in Belleville, Ontario, able to enter a crew into such a prestigious race?

On May 16, 1881, BQYC challenged the New York Yacht Club's yacht *Mischief* for the America's Cup. The challenge was accepted on June 12, 1881. Club member Captain Alexander Cuthbert, one of the foremost 19th century yacht designers, was chosen to design, build, and skipper the 78 foot yacht *Atalanta* for the race. The yacht, 78 feet long with a beam of 19 feet 6 inches and a draft of 6 feet 5 inches with the centreboard up and 16 feet 6 inches with the board down, was named for a mythological maiden known for her racing ability. It was constructed in the Flint and Holton Lumber Yard in Belleville at a cost of \$2,100.00.

There was not enough time to sail the St. Lawrence River/Atlantic Ocean route to New York. The yacht was forced to use the Erie Canal starting from Oswego, on the American shores of Lake Ontario. Because her beam was 16 inches wider than the canal, the crew had to shift her ballast of iron ore and Bay of Quinte boulders to one side in order to heel the boat enough to permit her passage through the narrow locks. She was then towed through the canal by teams of mules. The canal hands nicknamed her "The Canadian Mud Turtle" after seeing her rough, muddy bottom as she passed through the locks. When the *Atalanta* reached Albany, New York, and the end of the Erie Canal, her crew once again shifted her ballast to put her back on an even keel. They stepped her mast and set sail for New York, sailing into the harbour on October 30, 1881.

Preparations for the challenge races for the America's Cup began with the first race scheduled for November 8, 1881. Poor weather conditions delayed the race to the next day. In heavy winds, *Atalanta* lost 40 minutes in reefing and as a result lost this first race to *Mischief* by 28 minutes.

The second race was held the following day in a strong northwest wind, on a course more than 30 miles long. The *Atalanta* crossed the start line only 30 seconds behind the *Mischief*. She seemed to be holding her own until the spinaker boom snapped, causing a loss of speed and time.

When both yachts rounded the first mark, the *Atalanta* was only 2 minutes and 15 seconds behind the *Mischief* but the final leg of the race found the challenger beating into gale force winds. She finally struggled across the finish line after sunset, 38 minutes behind *Mischief*, the winner of the America's Cup for 1881.

This 1881 challenge gave the BQYC the right to enter any future America's Cup Race, one of only 13 Canadian clubs to do so during the history of the race. In 2001, events included the Jubilee Village celebrations, with royalty, the super rich, common crews, and the exhibition of the America's Cup, held at the time by New Zealand. Throughout the six-day regatta, the BQYC crew raced in the Modern Class, Division 3, on a chartered 50-foot Racer – Cruiser, Alpha of Devonport, a David Thompson One Design Sloop built in Great Britain in 1993.

BQYC was one of the top amateur crews on a chartered yacht and placed 21st overall in the fleet of 63 yachts that included some of the best crews and skippers in the world. The crew had never sailed such a large yacht but was able to have four practice days before the week of racing. The final session of practice in strong winds gave the crew confidence for the next day's first race on Saturday August 19 in 35 knot winds with waves up to 14 feet. The yacht breached once but soon recovered, facing no damages to the yacht and placing 14th out of 43. Several other boats suffered broken masts and blown sails. In following races the crew dealt with Solent tides, the unusual phenomenon of the Double High Water in the Solent, a strait separating the Isle of Wight from the mainland of England, that were the strongest in 100 years. The final 59 mile race for the America's Cup took the BQYC crew seven hours and 20 minutes.

Members of the crew still talk about their adventures today and there are several photos hanging on the BQYC walls, along with information at www.bqyc.org/history.html.

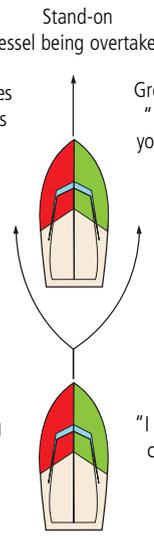
The BQYC Crew included:

Anthony Gallow: Skipper/helmsman
John Boor, Richard Melvin, Richard Boyd: Foredeck work
Peter Savidge, Mike Shaw: Guy trimmers
Nick Hancock: Sheet trimmers
Peter Cox: Deck boss
Dave Burt, Jim Doyle: Grinders
Anthea Savidge: Foreguy
Brian Credico: Mainsheet trimmer
Hazel Shaw, Joan Boor: Running back stays, spin winch
John Best: Helmsman.

Marine Rules of the Road

From the CPS Boating Basics Handbook

Overtaking



Stand-on vessel being overtaken

Great Lakes Rules
"I want to pass you on your port side."
2 short blasts (1 sec.)

"Proceed"
2 short blasts (1 sec.)

International Rules
"I am altering my course to port."
2 short blasts (1 sec.)

Give-way vessel overtaking

Great Lakes Rules
"I want to pass you on your starboard side."
1 short blast (1 sec.)

"Proceed."
1 short blast (1 sec.)

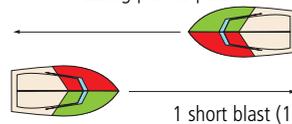
International Rules
"I am altering my course to starboard."
1 short blast (1 sec.)

The same rules apply to sailing vessels

*Not sounded in international waters

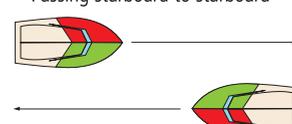
Meeting (head-on) situation

Passing port to port



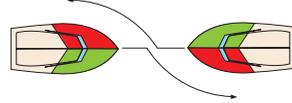
1 short blast (1 sec.)*

Passing starboard to starboard



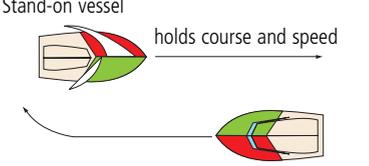
2 short blasts (1 sec.)*

Meeting head to head



Motorboats must stay clear of boats under sail

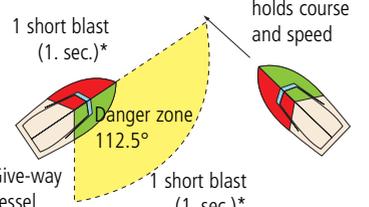
Stand-on vessel holds course and speed



Give-way vessel

Crossing situation

Stand-on vessel (boat with the right-of-way) holds course and speed



1 short blast (1 sec.)*

Danger zone 112.5°

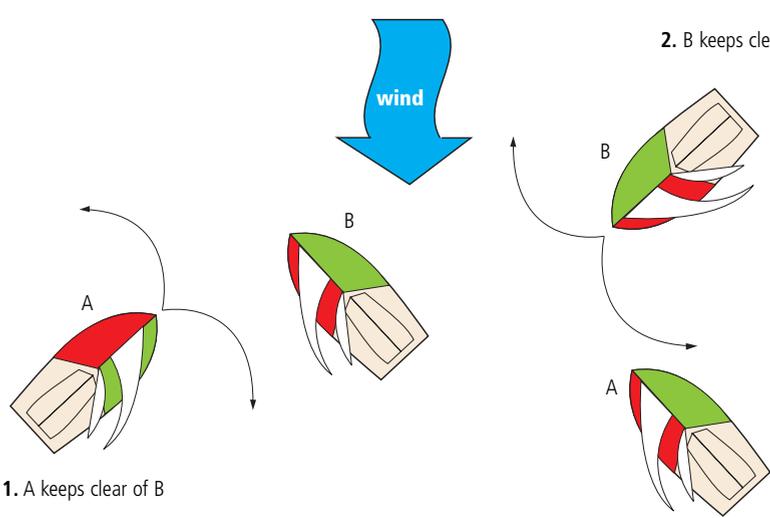
Give-way vessel

1 short blast (1 sec.)*

Sailing vessel

- When each sailing vessel has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
- When both sailing vessels have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- If a sailing vessel with the wind on the port side sees a sailing vessel to windward and cannot determine with certainty whether the other sailing vessel has the wind on the port or the starboard side, it shall keep out of the way of the other.

Note: The windward side shall be deemed to be the side opposite to that on which the mainsail is carried.



1. A keeps clear of B

2. B keeps clear of A



Photo: Vanessa Schmidt

Staying Green around the water

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

We talk a good line about becoming more environmentally friendly, but a United Nations Water for Life Decade survey released on March 22 found that, while 80 per cent of Canadians say they are environmentally-conscious, 72 per cent of those same Canadians admitted to flushing their toilets to get rid of food, hair, bugs, cigarette butts and various other bits of flotsam and jetsam that should have been dumped into dry garbage, composters or recycle bins.

Most boaters, dealing with holding tanks and pump out charges, are not likely to flush bugs while on the water. However, do our boating habits and our winter home habits match? On average, each Canadian uses 329 litres of water a day. That's about 72 gallons a day. According to the survey, while Canadians faithfully turn off lights to conserve electricity, they still over-flush conventional toilets (13 to 20 litres per flush) and hose down driveways with fresh water.

Maybe a fuller conversion to Green might be easier one step at a time. Remember the year you made 20 New Year's resolutions and broke them all by January 15? And made one the following year and kept it for six months? To-Do list writers learn fairly quickly that short lists of major chores – clean the garage, landscape the yard – result in fewer finished projects than longer lists of individual items – build shelves in the garage to hold sails over winter, plant a Nanking cherry hedge. The KISS principle works best as we try to become more eco-friendly. (KISS = Keep It Simple, Stupid.)

Boat cleaning, interior surfaces:

The Internet is filled with alternatives to harsh and sometimes toxic chemical cleaners.

Simplify life. Pour about three-quarters of an inch of eco-friendly detergent into an empty dish detergent bottle. Add the same amount of white vinegar. Fill the bottle with tap water. Squirt onto a damp cloth to clean and polish just about everything. The detergent cuts grease, the vinegar cleans, disinfects and deodorizes. If there's too much foam, add some more water.

Never, ever mix vinegar and bleach. The result is chlorine gas. It's

toxic. It attacks mucous membranes, such as your eyes, throat, and lungs. It can kill you.

Cabin smells musty after three days of rain, or are there too many mixed cooking smells lingering? Ignore the artificial air fresheners. Simmer a little vinegar. It works almost instantly. If you want, add a dash of lemon juice. For an intriguing smell, add a little piece of cinnamon stick or a few cloves, but plain vinegar is the simplest, most effective solution.

Summer boat work:

If you have to haul your boat – or if you trailer yours – and need to clean and work on the bottom, protect the environment from chips and flakes of paint by dropping a tarp underneath the boat and weighting it down. Carefully dispose of the collected debris.

Doing some touch-up painting? Do your mixing on shore and bring small amounts at a time onto the boat. Put your on-board paint container into a sturdy bigger bucket to avoid spills onto the boat or into the water.

Cleaning the hull – become a label reader. Look for non-toxic cleaners. Look for the ones with the eco labels. Watch for hazardous material labelling.

Garbage

Use the responsible camper's motto – pack it in and pack it out.

- Don't throw anything in the water.
- Don't put anything anywhere that can blow into the water.
- Recycle everything.

If your yacht club or marina does not have adequate garbage bins, recycling facilities and composters, ask for them. Get your friends to ask for them. Send emails to the club executive. Start a campaign. Get the kids involved. They'll do it for you

Final hint

Carry your eco-friendly boating habits home with you. Let them become permanent habits.

Treat your house to dual-flush toilets (4 to 6 litres per flush) and make a vow that they will never be used as a spare garbage can. 🗑️

James Hay, JN
Lake St. Louis Squadron

There are days when I wonder about this green thing. I like the environment, I like being out in the country – that's one of the attractions about going to the cottage. The sights, sounds and smells are all different and you get some fresh air. I can even put up with Farmer Jones when he's spreading manure.

But there is one bit of green that I am convinced is a plot by Mother Nature against cottagers. That's seaweed. It's unrelenting and worse – it isn't always predictable.

When you go swimming, sometimes it grabs at your arms or legs. Other times it leaves you alone. I don't know. They say that if you don't panic and just keep swimming the weeds aren't a problem but some folks just don't like the feel of them.

Fish love to hide in and near weed beds. If you cast your lure near the weed beds you are likely to catch a boatload of seaweed and, as much as I know people who have threatened to make up seaweed salad, I'm not sure I want to try it. Of course, the weeds eventually win the battle and you end up breaking your fishing line and losing a lure. Its never an old one either because the weeds wait, they pick and choose, and they strike when they see a nice shiny one.

Ever had a fish bite then run straight for the weeds who side with the fish and let him get away with your lure? How fair is that?

Then there is that big weed patch in the middle of the lake. You know the one. Every lake has one. It moves. It's there. Some years it is easy to recognize, with floating debris and cut weeds at the surface. Other years it hides. It is inevitable, of course, that the shortest route to where you want to go is through "the weed patch".

Weeds don't discriminate. They'll attack both sail and power boats. Pull up a centreboard to clear weeds and you regain both forward momentum and increased heel until you get the centreboard back down. Everyone is familiar with the high pitched whining of an outboard engine which just hit the weeds. There's nothing for it but to slow down, put the engine in reverse and back the weeds off. You plod your way through the weed patch hoping not to have to repeat the procedure too many times.

George is convinced that the weeds are out to get him. Backing off the weeds never works for him. He has to stop the motor, tip it up and clear off the twisted jungle of green tendrils which have the propeller firmly in their grasp.

There is no comfortable way to lean over the motor. The shroud inevitably cuts into your stomach. You don't want to lean too far lest you join the weeds for a swim. That only happened to George once. He wasn't happy wearing wet clothes for the rest of his trip home.



Although around the dock the activity with the boats usually keep the weeds somewhat at bay, it's tempting to find a marine version of Roundup. However, I am not sure if there is an environmentally friendly one and don't we usually get in trouble whenever we try to mess with nature?

Besides it's easier to ignore the weeds than that bass which is nesting at the end of the dock. I really don't like head butts from her, thanks. Good thing they don't recruit smallmouth bass into the NHL...

Hopefully you all have a safe summer without too many frustrations sent your way by Mother Nature. 🙏



Halifax 2011

October 19–23, 2011
www.cps Halifax.ca/AGM2011/

PRELIMINARY AGENDA

Wednesday, October 19, 2011

Operating Committee Meeting (restricted)	0800 – 1700
Registration Desk	1300 – 2100
Competitions Drop Off	1200 - 1700
District Commanders' Meeting	1900 - 2330
General Directors' Meeting	1900 – 2330

Thursday, October 20, 2011

Registration Desk	0800 – 2000
Governing Board Meeting	0830 – 1700
Competitions Viewing	0900 – 2000
JRCC/Halifax Traffic Bus Tours	0900 – 1245
Ships Stores	0930 – 1600
Guided Waterfront History Walking Tour	0930 – 1700
Governing Board Luncheon	1200 – 1330
Mini Trade Show	1400 – 1700
First Timers'/Committee Reception	1600 – 1730
Marketing Meeting (restricted)	1700 – 2330
District Training Officers Meeting	1900 – 2200
Course Directors' Meeting	1900 – 2200

Friday, October 21, 2011

Chief Commander's Walk	0630
AGM Delegate Registrations	0730 – 1430
Registration Desk	0800 – 2000
Squadron Commanders' Meeting	0800 – 1200
Training Meeting	0800 – 1200
Peggy's Cove/Lunenburg Tour	0830 – 1700
Competitions Viewing	0900 – 2000
Mini Trade Show	0900 – 1700
Ships Stores	0930 – 1600
Training Department Luncheon	1200 – 1330
Presentations/Seminars	1400 – 1700
Cash Bar	1800 – 2400
Friday Night Dinner & Dance	1900 – 2400

Saturday, October 23, 2010

AGM Delegate Registration Vote Pickup	0730 – 0830
AGM Delegate Registration	0730 – 0830
Registration Desk	0730 – 0830 & 1200 – 1800
Annual General Meeting	0830 – 1200
Mini Trade Show	0900 – 1500
Ships Stores	1200 – 1600
Cash Bar	1200 – 1230
AGM Luncheon	1230 – 1430
Competition Pickup	1330 – 1700
Halifax Harbour Cruise	1430 – 1630
Governing Board Meeting	1430 – 1600
Training Meeting	1430 – 1700
Conference Committee Meeting	1430 – 1700
Cash Bar	1800 – 2400
Chief Commander's Dinner & Dance	1900 – 2400

A detailed agenda will be provided with the Notice of AGM in the Fall issue of The Port Hole.

RIDE THE ATLANTIC WAVE TO HALIFAX

As a bonus, take time to discover Canada's East Coast – Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland and Labrador. All provinces share the same coast and cultural background, but each province offers unique experiences. Stay a few days before or after, exploring the cultural heritage, experiencing the natural adventures or just enjoying the many festivals and events of the fall harvest or travel to Cape Breton to tour the breathtaking Cabot Trail. If you have more time, set your course for Newfoundland and Labrador. For more details see AtlanticCanadaHoliday.ca. You won't be disappointed!

If you only have time to explore Halifax, visit Destination Halifax's website <http://www.destinationhalifax.com/> visitors. The Greater Halifax Visitor Guide is available to view at <http://www.destinationhalifax.com/visitors/request-free-guides>. Once you have arrived in our region, a hard copy of the guide can be obtained at the year-round Visitor Information Centre on the Halifax harbourfront boardwalk.

Other Halifax attractions: Halifax Citadel National Historic Site, Historic Properties, the Victorian Public Gardens, Maritime Museum of National History or the Art Gallery of Nova Scotia.

LODGING

Halifax Marriott Harbourfront Hotel, 1919 Upper Water Street, Halifax offers rooms at the following prices to conference attendees: Single/Double \$165.

Reservations: 1-800-228-9290, Code CPSCPSA

COMPETITIONS

The Competitions Entry form can be found in the Spring Issue of The Port Hole or download from the 2011 Conference website <http://www.cps Halifax.ca/AGM2011/>

REGISTRATION

Start your Atlantic Canada adventure NOW! Registrations received on or before September 9, 2011 will receive the early registration price. Register on-line at cps-ecp.ca or mail in the form on the 2011 Conference website to: CPS Conference 2011, 26 Golden Gate Court, Scarborough, ON M1P 3A5.

MINI-TRADE SHOW

While at the Conference, visit the local retailers at our mini-trade show near the registration desk.

GETTING TO HALIFAX COULDN'T BE EASIER.

Board a train, plane, automobile or ferry. Halifax Stanfield International Airport offers direct flights to and from other Canadian cities, and major city centers in the U.S. Click on the links at <http://www.destinationhalifax.com/visitors/getting-here> to explore your options for planning Halifax vacations.



TOUR # 1

GUIDED WATERFRONT HISTORY WALKING TOUR

Thursday, October 20th, 9:30 am to 5:00 pm
\$35.00 per person

TOUR # 2

JOINT RESCUE COORDINATION CENTRE – HALIFAX TRAFFIC BUS TOUR

Thursday, October 20th, 9:00 am to 12:45 pm
\$25.00 per person

TOUR # 3

PEGGY'S COVE – LUNenburg BUS TOUR

Friday, October 21st, 8:20 am to 5:00 pm
\$75.00 per person

TOUR # 4

HALIFAX HARBOUR CRUISE

Saturday, October 22nd, 2:15 pm to 4:30 pm
\$25.00 per person

For further information on the tours, or if you wish to extend your stay in the region, visit our website at www.cpshalifax.ca/AGM2011

Photos: Nova Scotia Economic and Rural Development and Tourism

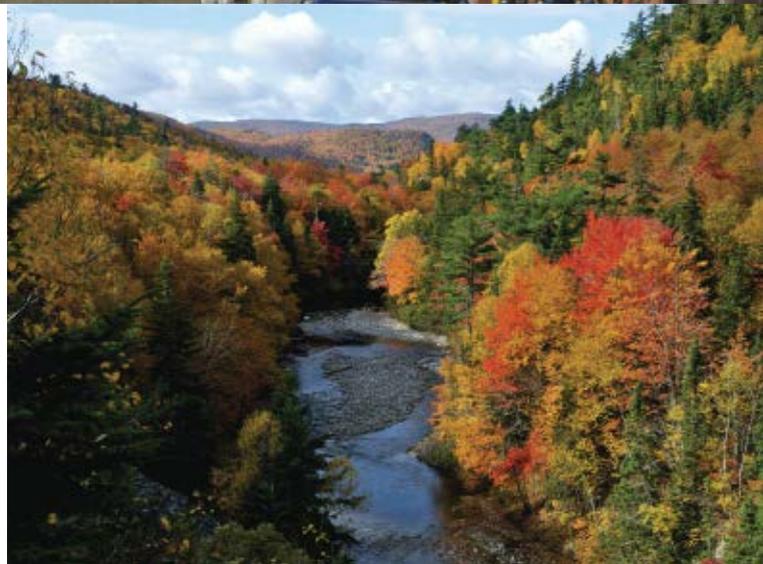




Photo: Vanessa Schmidt
Balsam Lake, Ontario

Care and Feeding of Your Control Cables

By Glen Cairns



WE'VE ALL SEEN IT, or worse, had the experience ourselves; an older boat making a less than elegant landing due to sticky throttle cables, or stiff, balky steering. There are lots of older boats out there that get less use than they deserve due to old and uncooperative cables.

This is confirmed by the amount of discussion on various chat rooms concerning the problems associated with cables. Assuming your engine is in good working order, your steering and control cables are the next most important systems on your boat. Yet so often we see boats where these cables are poorly installed or corroded.

If you are having trouble with control or steering cables, the worst thing you can do is nothing. The problem will not resolve itself, but will only get worse and eliminate any chance of restoring the cable. A few simple precautions can make the difference between boating enjoyment and boating misery.

This older flying bridge cruiser has control cables for the steering, gears and throttle on each of the twin engines. During winter storage, the temperature fluctuates. Even in summer weather, the cool air being heated in the engine rooms can create condensation leading to corrosion.

- 1) Start by checking the outer jackets on all cables for cracks. The problems come from various sources. In some older cables, UV rays can cause the outer jacket to crack allowing water to cause internal corrosion. Once this happens, replacement is your only option.
- 2) Cables should be in a clean and sheltered area if possible. It sounds obvious, but be sure they are not being stepped on. This usually happens at the engine well.
- 3) Be sure there are no turns with a radius tighter than the manufacture minimum bend radius: 8" bend radius for solid wire core and 4" bend radius for TFXTREME.

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Teleflex has come out with their TFXTRME technology. These cables utilize a patented splined core. The company claims these ridges allow a close fit with the inner liner but with less friction, resulting in very smooth and precise operation.

- 4) Where the cables leave the control unit you should try to have at least a 1.5 foot straight run before any bends.
- 5) Also be sure there is enough slack at the motor end to allow for the engine turning.
- 6) All cables are internally lubricated, but the ends can become corroded. Make sure they are clean and free of corrosion.

It is impossible to predict the life expectancy of steering or control cables due to the wide range of operating conditions in which they are used. These can vary from a few weekends a year in a northern freshwater lake, to year-round use in the warm, salty waters of south Florida. If your cables restrict or compromise your ability to control the boat, major manufacturers such as Teleflex Marine have connection kits that should allow retrofitting motors from the 1980s, 1970s and even older.

The compromise with cables has always been between having a tight core for precise response and a loose core which gives a smoother feel. However, in longer or more complicated runs the

tight core becomes stiff and the loose core becomes sloppy. In reaction to these issues and to meet customer expectations, Teleflex Marine has come out with their TFXTRME technology. These cables utilize a patented splined core. The company claims these ridges allow a close fit with the inner liner but with less friction, resulting in very smooth and precise operation.

STEERING CABLES STEERING YOU WRONG?

As with control cables, you shouldn't wait until you have steering problems before doing some preventative maintenance on your boat's steering cables. If the steering is stiff, this is a sign the system needs attention. Indeed, forcing the steering will just shorten the life of the cable. Steering cable maintenance is recommended at least twice a year and includes inspecting for signs of stiffness, binding, excessive free play and/or wear. These items cannot be repaired; if any components are not in good working order, replace them. Always replace steering cables that are stiff in operation or have damage to the plastic jacket. The

interior of the cable is lubed for life however, particularly in salt water, corrosion can tighten the cable in the engine through tube.

Follow these steps to clean and lubricate the engine tilt tube or cable support tube and the steering cable telescopic output ram.

- 1) Remove the steering cable(s) telescoping ram from the tilt tube.
- 2) Clean the tilt tube inside diameter thoroughly.
- 3) Remove corrosion in the tilt tube with a wire brush and wipe until all loose material is removed.
- 4) Lubricate the tilt tube with a good water resistant marine grease.
- 5) Clean the steering cable telescopic ram with a brass wire brush and wipe clean.
- 6) Lubricate the sliding parts of the telescopic ram with high-quality, water resistant marine grease.
- 7) Reassemble, making sure all the correct fasteners are tight and there is no binding or excessive free play in the moving parts.

If you are re-powering an older boat, it is important be make sure the steering systems are properly matched to the engine. Teleflex, for example, sells both rotary and rack and pinion systems which are available with a no-feedback feature to eliminate the effect of engine torque. Your steering system is no place to compromise.

Today, replacement steering and control cables are simple and reliable. And, not that expensive, especially considering the cost of a docking disaster, or a sea tow due to a throttle problem out on the water. With some basic attention, there is no reason your old boat should not be a pleasure to operate. 🙌

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Social Navigation

The Next Dimension for Marine Electronics

By Andy Adams

IN EARLY MAY, a news story came out that identified the most valuable company in the world. Which company do you think it was? Maybe General Motors...Shell Oil, or IBM? No wait...it must be Microsoft!

Well no, but you're getting closer. Apple has overtaken Google as the world's most valuable brand. A new study by global brands agency Millward Brown says Apple is now worth \$153-billion, according to the annual BrandZ study of the world's top 100 brands.

It's incredible how quickly things can change. What seems like just a few years ago, Apple computers had a small but dedicated following compared to Windows PCs and the iPod was just coming out. But, when people learned how easily iTunes could download music at only \$.99 a song to their iPod, millions switched from records and CDs.

Then came the iPhone, the most influential smart phone to hit the market and the one that certainly attracted the most "apps". Already, the second generation iPad is out and this time, the creative vision of Apple is changing the way people use computers.

What really shook us up was a statement by the manager of one of Ontario's biggest yacht repair yards saying that one of their customers planned to remove the marine multifunction display from the helm of their yacht. From now on, they plan to navigate with their iPad.

Come on! Will people really do that?

"I don't think so," said Robin Martel, president of Northport Systems and Fugawi who makes desktop, mobile and

web-based navigation and mapping software products. We had made an appointment to visit his Toronto offices and to ask Robin for his view of the changing navigation landscape.

"It's an 'and' not an 'or' choice." Martel continued, "I don't think any sensible person would remove a large-screen, rugged, daylight-viewable, marine multi-function display...but I can definitely see them adding new functions."

We asked him: do people use all the capability of their equipment?

"Increasing capability is not necessarily an increase in usability," Robin explained, "There is a new focus on the

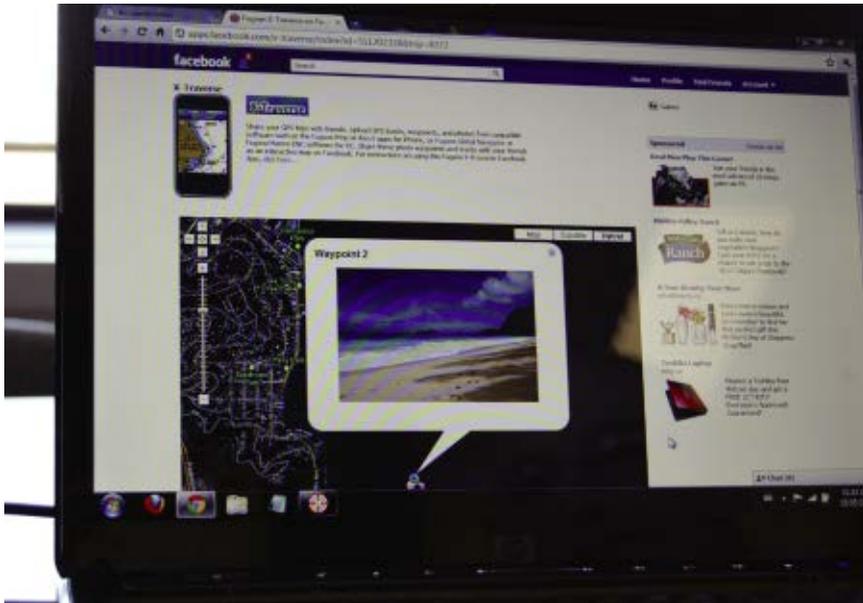
boat and the boater as a person with the technology simply and seamlessly working in the background...the industry is moving in this direction and our goal is seamless plug-and-play connectivity to the boat."

"The Great Lakes cruising customer already has a variety of devices on board: digital magnetic compass, GPS, depth sounder, wind instrumentation for sailors and engine sensors for the power boaters. Two evolutions have decreased the complexity. The first is the NMEA 2000® standard that facilitates a plug-and-play environment through a standard data network...and that benefits both professionals and do-it-yourselfers," he said.

"The second is the evolution of inter-



As a demonstration, Robin Martel used a notebook PC that was connected to the Internet and then his iPhone. He went to the chart of Toronto harbour on the notebook, laid in a fast series of waypoints and then in seconds, using Fugawi X-Traveler software, sent the route to the mobile device; his iPhone.



Fugawi X-Travel also has the option of sending information to Facebook to share with friends and in another example; Robin Martel had a tropical beach photo tagged to a GPS waypoint. Using Facebook, this could be shared with friends, or to the greater community of cruisers.

connected devices that allow us to look at the data on the boat and give us our ability to move data to where you want it, and how you want to display it," explained Robin.

"Then, we divide the world of information into two areas; we ask ourselves what does the boater need? And then, what added value is there? Examples of added value could include social networking, connecting with friends, gaining tourism information about where you are...information is a two-way street," he said.

"Now, even if the boat has a variety of sensors from a variety of manufacturers, as long as they are all NMEA 2000-certified products, they can all work together in a plug-and-play environment and connect easily using PC software and mobile software; that is Fugawi's area."

Removing a dedicated marine multi-function display is not a good idea, but it could well be an emotional reaction to the level of complexity that frustrates some boat owners. In contrast, their iPad may seem so intuitive to use and so rewarding,

that they want to drop other devices.

It may also be based on how that boater uses his devices and what his navigation needs really are. If he is spending his summer cruising a familiar area of Georgian Bay, his navigation needs may be minimal, but his desire to connect with friends and fellow cruisers could be considerable – the main event so to speak.

This is where social navigation has the potential to become a great new dimension to boating!

Imagine getting today's picture of the barge and dredge that just moved across a channel mouth, the actual fish someone caught, the storm front sweeping in, or a picture of your best cruising friends having a BBQ dinner on board.

While your chart plotter, GPS, radar and other traditional navigation equipment should be a permanent part of your boat, the social navigation opportunities can tell you what to avoid, where to anchor and most importantly, what your friends think of a particular place they have discovered.

This is "user-generated" content and

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Here, Robin Martel holds a Vibe PC-based tablet computer along side a notebook PC with 'Avia Motor' on the notebook and 'Avia Sail' on the tablet. Both are affordable Windows-based software products that can display sophisticated instrumentation and data. These can be used in addition to your helm instrumentation.

used a notebook PC that was connected to the Internet and then his iPhone. He went to the chart of Toronto harbour on the notebook, laid in a fast series of waypoints and then in seconds, using Fugawi X-Traversal software, sent the route to his mobile device, the iPhone.

He also had the option of sending information to Facebook to share with friends and in another example, he had a tropical beach photo tagged to a GPS waypoint. Again, it could be shared with friends, or to the greater community of cruisers.

Depending on the bandwidth avail-

among the big players, Navionics has been quick to embrace the idea of including user-generated content in some of their products.

Fugawi is taking user-generated content to the world of computers and mobile devices. This goes beyond marine

navigation products to the wider world of the Internet and even Facebook. The iNav-X chart plotter for iPhone and iPad has a button for one-click sharing of position, waypoint tracks and photographs through Facebook.

As a demonstration, Robin Martel

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able to you through a marina or other Internet connection, you can even shoot video, upload and share that via YouTube by sending links to your friends.

Just keep in mind, that there needs to be some background work on your boat to make this work effortlessly.

Not every boat is NMEA 2000, in fact most older boats have the previous standard, NMEA 0183 but even that can be converted to function with new devices.

Robin Martel went on, "Software is now available to display devices such as engine instruments. This software-based display equals a user-friendly way to show data in a very satisfying presentation. A lot of that comes from the modern Windows user interfaced software. Now, we can give digital information an "analog" look with smooth movement and easy to understand graphics."

You can utilize software information

by having a PC or Mac on your boat; you just need the right connections. Northport Systems also distributes Actisense data connectors which are optically isolated, so that the electrical circuit on the PC side of your data connector is completely isolated from the marine electronics side of the connector. This helps to avoid potentially disruptive ground loops and noise.

If you want to connect your computer to an NMEA 0183 data source, use an isolated connector such as the Actisense USG-1 that has USB connectors to a serial NMEA 0183 gateway. If your boat is NMEA 2000, the Actisense NGT-1 is fully firewalled, optically isolated, and NMEA 2000 certified.

Then, you can run 'Avia Motor' or 'Avia Sail' which are affordable Windows-based software products that can display sophisticated instrumentation and data.

These can be used in addition to your helm instrumentation such as in the salon or the engine room.

Avia software receives data from the NMEA 0183 or NMEA 2000 devices and presents the data as crystal-clear analog and digital instruments on your Windows PC, netbook or tablet, designed with a look and feel familiar to all boaters. For the single or multi-engine power boater, Avia Motor supports a wide range of instrumentation and can be configured to display the way you want it. The same is true for Avia Sail and this supports additional instrumentation such as apparent and true wind speed, real-time current, heel angle, and in the Pro version, real-time wind/polar plots.

Sharing any information as you cruise gets you into social navigating. The new technology is user-friendly but as powerful as it personal. ↵

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“Flankly” Speaking...

HOW HARD IS IT TO COOK A STEAK, REALLY?

By Galley Guys Greg Nicoll,
Andy Adams and John Armstrong



GRAND SUMMER MEALS on board should be light, colourful, easy to prepare, sumptuous and most importantly, best served with great friends around your table!

For years, my family has savoured over summer meals of mouth-watering flank steak, the long lean muscle taken from the under belly side of a cow. There was a time not that long ago when flank steak was considered a lesser, inexpensive

choice of meat and much underrated, but this misconception has changed in recent years as fancier restaurants have increasingly slipped it on to their menus and marinating recipes have become easily accessible on the Internet.

Several times, I have recounted fond memories of amazing flank steak meals to Andy and John, my Galley Guy buddies and they finally relented and accepted my invitation to a full-on flank steak

The experiment is a success and the entire group celebrates by raising a glass of Canadian Peninsula Ridge Estates Merlot. Cheers!

extravaganza. Although the price has climbed upwards over the past few years, flank steak is a real crowd pleaser that won't break your budget.

THE FIRST STEP was a trip to my favourite butcher shop where I selected a



John Armstrong (left) and Greg Nicoll toast the occasion as we prepare to evaluate the difference between fresh and frozen marinated flank steak.



The "hard steak" is still slightly frozen and looking a bit stiff as Greg picks it up for the camera. Will the frozen marinated flank steak taste as good as the fresh steak?



With the skewered baked potatoes on the top rack, we get going by grilling the "hard steak" first.

Recipe

2 lbs. Flank Steak

Marinade

½ cup vegetable oil,

1/3 cup teriyaki sauce

¼ cup red wine vinegar

2 tablespoons fresh lemon

1 ½ tablespoons Worcestershire sauce

1 tablespoon Dijon mustard

2 cloves of crushed garlic

½ teaspoon black ground pepper

Plan on a minimum 6 hours but preferably 12 hours to marinate the steak in a glass bowl.

Take a fork and poke holes up and down both sides of the steak to tenderize and allowing for greater penetration of the marinade into the meat. Also make sure to turn the steak over during the marinating period to allow for both sides be coated evenly.

Now for the show, remove the steak from the cooler at least one hour before grilling allowing it to get up to room temperature. Sear the steak at a very hot temperature, but be careful it doesn't take long and then turn down the heat and cook for 6-8 minutes turning once. Cook to medium rare. Never overcook as flank steak can get very chewy. Place steak on a cutting board remembering that it is very juicy and there will be a great deal of run-off that could get messy. Cut the steak across the grain into strips ½ -3/4 of an inch thick. Serve.

beautiful cut weighing in at just over 2 lbs. (\$5.99 per pound).

STEP 2: Select a marinade.

STEP 3: Add versatility. Experiment with your marinade. I chose a teriyaki base but soy and chili peppers also work great, or think 'French' and try red wine, coriander and chopped onion. Remember that there is no right way to prepare a delicious flank steak, it depends on your personal preference.

STEP 4: Add flexibility. To make this meal not only a culinary memory, but also a seaworthy research assignment, we took a tip given to us during a previous 'Galley Guy' feast from Chef Adrian Vogt of Trident Catering in Toronto. As some portable BBQs don't generate enough heat to quickly seal the meat, Adrian sug-



Greg Nicoll and Eddie Sokoloff ham it up for the camera. Eddie brought along a bottle of Riesling from the Alsace-Lorraine area, a delicious foreshadowing of a future Galley Guy trip.



The best way to serve the barbecued flank steak is sliced across the grain into thin strips, keeping it tender and flavourful. If there are any leftovers, the strips make a wonderful sandwich or stirfry.

gested that we pan sear the steaks at home first and then slow cook them on the boat's BBQ to keep the meat more flavourable. He went one step further and suggested that we freeze the steak and enjoy it after several days into an extended

cruise. Not quite like the Mythbusters on television, we accepted this challenge, marinated the steak, cut it in two, then seared and froze one half.

Your Safety is in Your Hands



This boating season, remember the five things that could save your life:

1. Don't drink and boat.
2. Get boating education.
3. Be prepared: make sure *both* you and your vessel are ready.
4. Cold water can kill. Be aware of cold water immersion risks.
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This "taste tester" plate starts the competition off with the slices of fresh grilled flank steak to be followed by the previously frozen version.

STEP 5: Find a wine to pair with choice of meat and marinade. Some of my good boating buddies visit their wine cellars, but most drop by the liquor store on the way to the boat. For the Galley Guys, we just phoned our good friend Eddie Sokoloff from Churchill Cellars and asked him what he would choose. After listening to our meal plan and choice of marinade, Eddie elected to forgo giving suggestions over the phone and headed straight down to the boat not wanting to miss this Galley Guy event.

More often than not, Eddie prefers to prepare for each meal with a sparkling wine; his choice was a Segura Viudas Brut Reserve Cava from Spain, a dry sparkling wine made in the traditional champagne method. Segura Viudas is a wonderful wine to start the festivities and goes especially well with appetizers. A Peninsula Ridge Estates 2008 Merlot from Niagara on Ontario was selected for the main course. "The marinated flank steak demanded something rich and full that would not overpower the simplicity of the meat," said Eddie.

As the news of our flank steak festivities spread to the West Coast, our good friend and foodie from Vancouver, Frank Leffelaar expressed his love of flank steak and offered up his choices for the meal's wine. His first pick was a 2007 Fairview Madcap Merlot Cabernet Franc blend he described as "mind blowing". Equally as good, he states, is the Osoyoos Larose 2007 Petales. The Petales medium intense nose offers blackberry, licorice, dark chocolate, sweet sawdust, vanilla and oak aromas. Firm tannins support the concentrated dark fruits and toasted oak flavours that dominate the dry palate and are great with

Quick Food Facts

On our research assignment our testers, the three Galley Guys and guest Eddie, all who you may notice have enjoyed many...actually more than many great meals, could not taste any appreciable difference between the fresh strips of flank steak and the seared frozen steak. So the next time you are planning a lengthy voyage and without access to fresh meat and produce, this seared and frozen method could be the answer for a great meal on the hook.

Leftover flank steak can quickly turn into incredible steak sandwiches, or add protein for a manly salad, or become the base fixings for a summer stir fry.

Flank steak – a great steak for eating, a great steak for entertaining! Remember to drink responsibly this summer, drop the sails, turn off the engine, tie up and let the good times roll!

grilled meat.

Remember colourful, light and easy to prepare. To round out the meal we chose roasted BBQ potatoes and to make them cook a little faster we ran a metal skewer through the centre of them to conduct more heat during cooking. Steamed broccoli either in a pot/steamer or wrapped in foil on the BBQ is easy, healthy and adds a rich green touch to any summer plate. I buy salad in a bag from the grocery store, because it is simple to store, comes pre-cut and has a long extended "best before date" that makes for good value.

Flankly speaking, it was a great meal enjoyed by all! 🍴

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You May Have to Take It With You

By CY Staff

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IT'S AN OLD JOKE;

you can't take it with you but when it comes to gasoline and your boat, there is a concern that some people already have to take it with them - to their dinghy, their fishing boat, their summer place, wherever you need fuel on the water, but where no one is selling it.

The media is currently buzzing about most provinces experiencing gasoline prices at the city and highway pumps in the \$1.35 to \$1.40 range and speculation is that this may rise as the summer progresses.

Boaters are generally sensitive to environmental issues, especially when it comes to our lakes and rivers, so a decline in the availability of on-the-water fuel is a worry. To keep on boating, people may have to take it with them.

Through our marine industry trade publication, *Boating Industry Canada*, we surveyed fuel retailers in a recent On-The-Water Fuel Sales Survey to learn more about the availability of on-the-water fuel for this coming summer.

For *Canadian Yachting* readers with larger gasoline or diesel powered boats on major bodies of water, fuel availability looks pretty good...make that basically "unchanged" from 2010.

Also, we have all seen high fuel prices before and we now realize that for summer vacations and family fun, the price of

fuel is unlikely to deter people from using their boats, especially in the great summer weather.

So, anticipate a high price per liter at the marina pumps this summer...and it will be noticeably higher than highway prices.

There are several reasons why. First, marinas and other on-the-water fuel retailers do their best to secure ethanol-free gasoline. Very little gasoline for automotive use (which is about 99% of it all) is ethanol-free. If you read the labels on the pumps where you buy your gas, you



How to Safely Fill and Store Your Gas Jerry Can

Jerry cans, when used properly, are a very safe method for storing and transporting gas, diesel or kerosene. Caution should always be taken when filling, transporting and storing flammable liquids. When storing Jerry cans, always keep them out of the reach of children.

Before filling, always remove the Jerry can from your vehicle and place on the ground to eliminate any static charge. Never mix different fuels in one can. Always make sure the Jerry can is free of any dirt or contaminants.

Carefully insert the fuel-dispensing nozzle inside the Jerry can and begin to fill. Be careful not to overfill or spill any gas. If you spill any fuel, wipe up immediately with paper towels and dispose of them safely.

Once you have filled the Jerry can to a safe level, place the gas nozzle back in its cradle. Replace ECO spout into the Jerry can. Fit small cap onto the base of the ECO spout. Tighten screw-on cap to can.

Make sure to wipe any residual gas from the Jerry can before placing safely into the trunk of your vehicle. Make sure the can is secure and cannot move or fall over.

Warning: Gas fumes are potentially explosive. Don't store rags or paper towels that have been used to clean up spilled gas in a confined area. Dispose of them safely.

Remove the full Jerry can from the trunk of your car as soon as possible. Store it in an open, well-ventilated area away from any source of potential combustion, such as space heaters, open flame, pilot lights, electrical motors, or other sources of ignition.

SOURCE: sceptor.com



Sceptor's patented "Flo n' go" is designed to eliminate spillage and overfills. The gas pump handle control allows you to stop and restart the flow of gas. When used in the siphon mode, gas flows up to two gallons per minute.

will see virtually all pumps say, "May Contain Up To 10% Ethanol".

At present, only Shell V-Power Premium has pump labels saying, "Contains No Ethanol" and even then, not every area may have ethanol-free V-Power. This is a premium fuel and pump prices are always ten cents or more higher than regular grades of gasoline anyway.

Then, the on-the-water retailer has a seasonal operation and a short season at that. This greatly increases the 'per liter' costs to maintain tanks, pumps and other gasoline retailing equipment.

Adding to those costs, the government requires special catchment basins and other infrastructures designed to prevent a fuel spill from entering the water. For smaller spills, most on the water retailers have also invested in fuel spill training, containment booms and other equipment that a highway retailer does not have.

It all adds to costs and most retailers hold their price so low that many lose money on fuel sales in order to support their customers while hoping to recov-

er a fair profit from storage and other services.

As a boater, it is in your best interest to support your on-the-water fuel retailer and make a point of asking about ethanol – do they have it or not? We have written about ethanol in greater detail before so to keep this brief, ethanol is an alcohol and it is hygroscopic; it absorbs water, even from the moisture in the air. A big boat with many gallons of fuel that contains 10% ethanol can absorb so much water from the vented tank systems that the water and alcohol can "phase separate" out in just a few weeks.

So, know what is in your tank, use a fuel stabilizer to prevent problems and use up the fuel – keep it fresh.

Here is the main point though. If you don't have a convenient on-the-water fuel retailer, you may have to take a jerry can or two with you, re-filling the boat yourself. This risks spilling fuel into the water, either directly as you pour from the jerry can into the fuel filler or by spilling some into the bilge which then gets into the

water via the bilge pump.

Our best environmental advice here is to replace your old jerry cans with new ones that have vented spouts, bigger and more ergonomic handles and that pour slowly with good control. Better yet, get a portable fuel dispenser like the Sceptor Flo'N'Go that lets you safely wheel a reasonable quantity of fuel to the boat and dispense it with a shut-off type fuel nozzle.

Then, you won't spill a drop! 🙌

Quick Tips

- Never expose your Jerry can to open flame and never place near fire.
- Keep out of reach of children.
- Do not store in vehicle or living space.
- Use outdoors only.
- Do not smoke when using the container.
- Keep container closed when not in use.
- Avoid prolonged breathing of vapours - harmful to lungs if inhaled for prolonged period.
- Do not siphon by mouth.
- Harmful or fatal if swallowed.
- Do not induce vomiting; call a physician immediately.

SOURCE: sceptor.com

First Aid and Hero Training

NO ONE PLANS FOR an accident to happen while boating, but if it did, are you prepared? Is there a first aid kit on board? Is it easily accessible and fully stocked? Does anyone on board even know how to use it?

Could you be the hero, or will you be just a bystander? Safety can be a hard sell. In Vancouver, Western Marine Company's Alan Stovell said simply, "There is no requirement for first aid kits for recreational boaters."

He points out while commercial boaters must abide by strict regulations based on the crew and voyage there are no such restrictions for pleasure boaters in Canada, although it's certainly recommended. "Safety is a hard sell.

By Jennifer Harker



PHOTO CREDIT: defencemedianetwork.com

Recreational boaters want to buy only what they have to have."

It's a different story in other aspects of the boating industry. "For those going further afield and offshore racers, it is top of mind," Stovell said. But even then he

pointed out it is a race committee requirement not a legislative requirement. "The vast majority of people don't give safety a second thought."

It's not a major investment.

Western Marine Company stocks and sells a number of easy-to-carry marine first aid kits like the N300, a basic kit that retails for about \$30 and includes gloves, disinfectant, antiseptic wipes, bandages etc. At \$75 the N302 is a more complete kit with rescue blanket, eye pads, splinter forceps, scissors, tensor bandage etc.

First aid kits can of course be personalized, including such additional equipment as Gravol or ginger for sea sickness, epi-pens for allergies or other specific medication.



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Jean Pierre Molin, program manager with the Ontario branch of the Life Saving Society recommends, "Consider 'where am I going?' and for how long and tailor-make the kit to who is coming along. Is it an offshore adventure or maybe you're going sailing but you'll also be going up the trail when you're anchored. Any time you are on the water it takes more time to get to EMS." Although not technically part of a first aid kit he said it's essential to have a VHF radio, cell phone or satellite phone. "Communication for quick and effective EMS activation is important and always know your location."

But regardless of the specific contents of the kit does anyone onboard know how to use it?

"First aid courses should be the first thing you're thinking," Molin said. "This is a revision year so if you haven't taken a course in a while now's a great



Here are the contents of the N300 First Aid Kit. Many people leave their First Aid Kit onboard the boat all winter and the freeze thaw cycle and extreme temperatures damages the contents. This is the main reason you should buy a new First Aid Kit.

time. What you learned two or three years ago is still applicable but there have been changes. The resuscitation standards have changed."

First aid courses will help prepare boaters for common injuries such as burns from barbecues or propane tanks or even rope burns from holding on to the halyard too long. Molin pointed

out, "Most injuries happen on the way out of the boat – tripping, getting tangled or falls with sprains, strains and head injuries."

Effective first aid treatment even at a rudimentary level improves healing and survival rates.

First aid training can be as short as one day or two days, or longer for more

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Notice this sport kit from St. John Ambulance has cold packs that need to be refrigerated; it also includes crash scissors. These are used to cut the clothing away from the injury rather than causing further damage by trying to undress them.

course costs \$149 and also covers wound care, burns and poisons. It can be taken with either Level A CPR for adults or Level C which includes infant, child and adult CPR. Owen said level C is recommended as chances are there will be a kid or baby in your life. This course is also offered regularly each and every week.

For boaters there is a two-day Marine First Aid course for \$169. Along with course material from Standard First Aid, this extended course covers information on anatomy and physiology, artificial respiration for a stoma casualty, toxicological hazards, confined spaces and radio medical advice – all electives pre-selected by Transport Canada. While it is recommended for those in commercial ship-

advanced training. It's well worth the investment. As Molin said, "Statistics show that 80 per cent of victims are someone you know, family, friend or coworker."

St. John Ambulance is one of the world's oldest humanitarian organizations and has been in Canada since 1883. Each year the organization trains over

550,000 Canadians in first aid and CPR.

Glenna Owen of St. John Ambulance at 80 Bradford St. in Barrie, Ont. said there are a variety of courses available.

She explained Emergency First Aid is a one-day course offered for \$109 and is available several times a week covering things like shock, choking and severe bleeding. The two-day Standard First Aid



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ping it's certainly useful information for those thinking of living aboard for long periods of time, off-shore travel or that dream trip south.

St. John also sells speciality first aid kits designed for specific activities such as marine, family, pet, sport, vehicle and workplace. She said the marine kit sells for about \$34.

Moulin said with the advancing age of many boating enthusiasts some people are also considering carrying an Automated External Defibrillator or AED on board. "With the price point it may not be their first choice but it has high survival rates. The time from 'drop to shock' is crucial. The shorter that window of time, the higher the survival rate. An AED is a significant survival tool."

An AED talks the rescuer through administering a shock to restart the heart

of a cardiac victim.

AED information is now part of all standard and emergency first aid courses. "You cannot take a course in Ontario without at least a minimum introduction of AED," Molin said. "Candidates will have to use it. Think of it as another first aid tool."

He said another important thing to consider is the first aid kit's location. It must be somewhere easily accessible and stored in a container to reduce moisture and exposure to extreme temperature fluctuations. "It varies per boat type. The galley may be the perfect spot on some boats but maybe not on others. And make sure it's not locked." No one wants to be fumbling with a lock or trying to remember a combination in a stressful emergency situation.

Once the kit is installed it's not a case of forget it until it's needed either. Like a

pre-flight checklist Moulin said first aid kits should be checked as part of an annual and mid-season vessel inspection. Check that sterile packages are still airtight and intact with no moisture damage and refill and replace as necessary.

As Stovell said, "Usually if it's half used up they throw it away and get a new one but you could easily go to the drug store and refill the basics."

If carrying an AED verify the signal strength regularly and replace the batteries and pads every two years.

Along with a first aid kit and training Molin said probably the most important thing boaters can do to stay safe on the water is learn how to swim and wear a lifejacket. "Well over 500 Canadians a year lose their life to drowning."

It doesn't take much to be a hero, you just need to be prepared. 🐾

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THIS JULY MARKS the one-year anniversary of the arrival of CYA's highly anticipated National Team Coach Managers, Erik Stibbe & Mitchell. With an ambitious goal of four Olympic/Paralympic medals in 2012, CYA has made a dramatic shift in its high performance program towards a winning culture. The hiring of two world-class coaches affirmed CYA's intention to raise its elite game to levels that can rival some of the top sailing nations in the world.

Erik Stibbe, former head coach for the New South Wales Institute of Sport Sailing Program, is well known for coaching his sailors to podium success both at World Championships (470M) and the Olympics Games (Laser). Steve Mitchell, also no stranger to success both on and off the water, medaled at four consecutive World Championships with Star teammate Iain Percy and placed 4th at the 2004 Olympics. Mitchell also coached the Russian Yngling team at the 2008 Beijing Olympics.

Reflecting upon the last 12 months at CYA, Erik & Steve share their views on the Canadian high performance sailing system, dish on their idols and brag about the country they now call home. Enjoy the banter!

CY: Reflecting on the past year, tell me your impressions of your new job?

SM: It has been a great year and a lot of fun working with the Canadian Team. The program is still evolving, so it is a great opportunity for me and Erik to have a big say in the path the team takes, especially since we are both from "big team" programs (GBR and AUS) and can bring our experience to that end.

By CY Staff



Erik Stibbe coaching the Canadian Laser Team at the 2011 Princessa Sofia Regatta.

ES: The job is pretty much as I expected it to be and I really enjoy it with maybe a bit more travel than I had anticipated. But now is the time to focus efforts on getting the teams prepared for London.

CY: Tell us your experiences and impressions working with the Canadian Sailing Team this past year? What makes CST differ from the rest of the world? What are the strengths of the team? What are the challenges/gaps?

SM: I have visited some new places in Canada and experienced the hospitality and the enthusiasm that exists in Canadian sailing. I have also travelled worldwide with the team. My main focus has been with the Stars, and to a lesser extent the 49ers and Lasers. As a small team, the CST is close knit and not overrun by bureaucracy that affects some of the bigger teams. The biggest change this year has been a culture shift where winning and performing has become the main focus and a professional attitude has become the norm.

ES: By far my best experience was the

couple of weeks I spent with our 2.4 sailors in Hoorn during the Open World Championships. Working with Bruce and Paul, two very committed and talented individuals, put everything else in life in perspective. They enjoy their sailing and are a pleasure to work with.

I have mainly been working with the Laser sailors - who are very open to new ideas - and practising a stronger team approach. To me, this is the way to move closer to the podium in this fleet.

CY: How has the transition been this past year adjusting to a new country and a new life?



Erik and family exploring the wonders of snow on Grouse Mountain in BC.

SM: Having visited Canada many times (married to a Canadian), I knew what to expect and the move was relatively easy from England.

ES: Moving countries is always a big step. Even now we still run into hurdles. I, for instance, can't get provincial health insurance because I am away too much. Winter was not as cold and wet as we expected. Life in Vancouver is great. Spring here is a totally new experience for us and there are lots of outdoor activities.

CY: Tell me about some of the major



Erik and Canadian Laser sailors taking in medal race action at the 2011 Princess Sofia Regatta.

lifestyle differences you experience between your home country and Canada?

SM: Canada is a lot like England (except you drive on the wrong side of the road). People are easygoing, like to laugh, like their beer and sport, and are proud to be Canadian. I do miss football (or soccer to you Canadians) and rugby, which is hard to watch over here.

I have been to a hockey game so am getting to grips with your traditions.

ES: Snow was a completely new experience for my two children, Zach and Jaime. Instead of going surfing or playing at the beach, we now go up Grouse Mountain to play in the snow to ski or toboggan.

CY: You both married accomplished sailors. Does their understanding of the sport of sailing make it easier to do your job?

SM: My wife, Deirdre Crampton, sailed at the 2004 Olympics for Canada. She understands what is involved with top level sailing, having been on the circuit herself, but it doesn't make being away for weeks at a time any easier! She is a great sounding board for ideas and problems though.

ES: It does help, Jenny (470 Olympic Gold medallist) understands that I have to be away to do my job properly. A National Coach needs to be fully committed; being home vs. the team not reaching their potential is not an option for her.

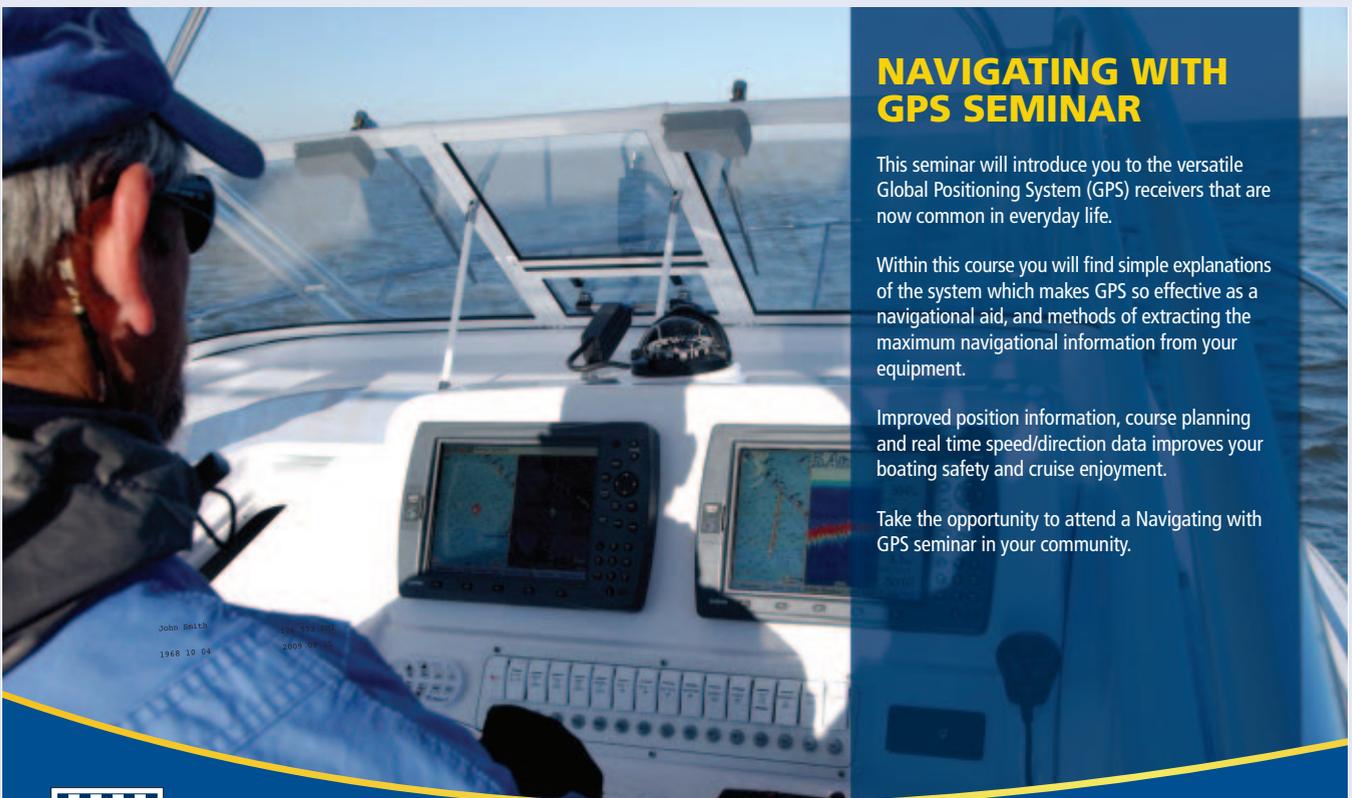
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Steve Mitchell and GBR teammate Ian Percy at the 2004 Athens Olympics.

CY: What are your impressions of high performance sailing system in Canada?

SM: The system is still evolving but it is going in the right direction. There is more monetary support from 'Own the Podium' that helps make progress a lot easier. There has always been talent over the years in Canada, but now there is a better system in place to let that talent flourish.

ES: Although I think the system is in its early development stage, there is a lot of potential. The increased involvement of the Sport Centres will make a big difference in the way we will be doing our sport in 10 years' time. There are highly skilled and committed individuals who are already making a big impact on our current crop of elite sailors.

CY: What do you see as the biggest challenges in Canadian sailing today?

SM: The biggest differences between the Canadian team and the top sailing teams (GBR, AUS, FRA) is money and the support and technical advances that it can bring. GBR has £25,000,000 over a 4-year period from Lottery funding, and £6,000,000 over 4 years from commercial sponsors. That's \$50 million Cdn. in 4 years! We need to be efficient and effective with the support we have to get the results we need to generate future funding.

ES: I think a big challenge is streamlining the coordination between the different organizations in our sport, specifically

between CYA, the provinces and the clubs. Another challenge is coach education and mentoring. Spreading information so that coaches on all levels have the knowledge and the right coaching systems will play a big part in the future success for our Canadian sailors.

CY: Who are your sailing idols?

SM: My idols are Australian John Bertrand who won the America's Cup in 1983 and Paul Elvstrom who has won four Olympic Gold medals and made some very important technical advances (hiking straps and vang anyone?).

ES: Paul Elvstrom. He has had such a big influence on our sport and invented all these things that all sailors now take for granted, like venturies and hiking. From the current generation of sailors I admire Ben Ainslie.

CY: Who is your mentor?

SM: My former coach, David "Sid" Howlett, who guided me through my Star sailing, and who provided me with the template that I use for my coaching style today.

ES: No one person in particular, but I have been influenced a lot by Victor Kovalenko who coached Jenny in the 470.

At what point did you know that sailing was going to become part of your daily your life?

SM: I started sailing at the age of 10. On a family holiday in Poole Harbour, I sailed an Optimist with a green sail. I then bought a Mirror with my brother which we sailed together – after a year of saving paper-route wages and washing cars. Many classes and boats later, I turned pro in 2000 at the age of 30, and have spent everyday involved since then. Most of my friends ask me when I am going to get a proper job, seeing as they

spend every day in an office. I think I'm the one with the proper job!

ES: I went to an Optimist sailing school when I was 12 when my parents bought a boat. My dad taught me a lot. At high school I became more interested in sailing; at university I started coaching to support my own sailing. Before I graduated I had so many job opportunities in sailing that I knew I was going to be a full time coach. I still consider myself lucky to make a living from a hobby that grew out of control. I really enjoy working with people and the moment I stop doing that, I know it is time to move on.

CY: Can you pick your most memorable moment in sailing?



Steve Mitchell coaching the Canadian Star Team in Weymouth, Clarke and Bjorn.

SM: The biggest moment of my life so far was crossing the line in the last race as winners, hoisting a Union Jack as we towed home, then lifting the huge trophy with so many big names on it including Conner, Elvstrom, Cayard, Grael, and North, just to name a few.

ES: As a coach, my most memorable moments have been marching at the Opening Ceremonies for the Olympic Games. However, I would be remiss not to mention seeing my wife Jenny and her crew, Belinda a few minutes after she had won a Gold Medal in the 470 Class at the Sydney Olympics. 🙌

The Archives and Collections Society Presents the History of Yachting

By Elizabeth Kerr

**JUNE 11 - AUGUST 4, 2011
THE VICTORY, 205 MAIN STREET,
PICTON, ONTARIO**

Little did I know that after a two-hour jaunt from Toronto to Prince Edward County, I would discover a world of yachting archives and collectibles hidden behind the façade of the old Customs House and Post Office – a restoration in progress - tucked back from the main street in Picton.

My charming hosts, Paul Adamthwaite and Betty Ann Anderson – the proud and passionate trailblazers behind the Archives and Collections Society – opened the doors of “The Victory” to me and lured me in to witness the home of endless collections of books, magazines,

ship’s models, art, charts, plans and photographs.

“The Victory” – aptly named by the Board to honour the date of the Society’s founding on Trafalgar Day 1999, their model of Nelson’s flagship made many years ago by Canada Steamship Lines’ Captain Harry Clarke, as well as the many victories along the way – remains a work-in-progress. The first floor - open for public viewing - displays books, models and art but does not nearly represent the entire collection. Much of it remains in boxes - catalogued of course - waiting for new homes (shelves) on the second floor. Much of this work has been funded by the The Book Shelf Campaign, which was only started in 2010! Sadly, despite several applications for government funding,

the Archives and Collections Society relies almost entirely on private donations (of all kinds).

In addition to housing a multitude of marine artifacts, “The Victory” also opens its doors for book launches, the Annual Canadian Society of Marine Artists Show - now in its 28th year – and a fantastic summer children’s program, Victory Kids. For a small donation of \$2 per week, children aged 7-11 find out what life was like as a pirate, pioneer, and explorer. They learn about canoes, schooners, bateaux, long ships, lighthouses, and shipwrecks as well as local and maritime history.

I was briefly introduced to Paul at a recent Yachtsman’s Spring Thaw Luncheon where he was the proud guest

Alan Nakano, CSMA

West coast artist Alan Nakano spent his formative years among boats, working summers on his father’s fishing boat. After graduating from the Vancouver School of Art, Alan earned his BA at the Art Center College of Design in Los Angeles. Following his formal training, he worked as a freelance illustrator, then as an art director for a large national advertising agency. Since 1989 he has pursued his dream of painting full time.

His love for the sea draws him to nautical themes. His limited edition prints of cruise ships now grace homes and offices of collectors around the world. Holland America Line includes 22 of his originals in its shipboard art collection. In the year 2000, the first time he entered a painting in the Maritime Gallery at Mystic Seaport’s, 21st Annual International Maritime Exhibition, he won a coveted Award of Excellence. In the gallery’s 24th Annual juried exhibit in 2003, he won two awards, the Museum Purchase Award and the David Thimgan Award. He is one of Maritime Gallery at Mystic Seaport’s core group of artists. Alan is also represented in the Vancouver by the Harrison Galleries and the Marshall Clark Galleries in White Rock, B.C. where he exhibits his west coast and close ups of creation paintings.

Alan Nakano's 'On Board Zodiac' shows his use of light on the yacht and his skill painting a special aspect of this yacht. Published with written permission from Alan Nakano to use 'On Board Zodiac' in the print version of Canadian Yachting.





Ship model of a typical Flower Class corvette, named for the modeler's home-town, HMCS Demorestville (no actual ship of that name - the model combines elements of the first and second series). It is rather unique as a model showing what the sea does to the ship. Model maker Hugh Charlebois is also a local artist and enjoys creativity in his modeling work. He also served in the RCN on this type of ship.

speaker at the presentation of the Yachtsman of the Year Award to his friend and colleague George Cuthbertson who just recently received (along with his C&C peers) the Legends of Ontario Sailing Award, sponsored by *Canadian Yachting*. At the time, my colleague Greg Nicoll and I promptly noted that a visit to Paul was a must. Sadly, it took longer than we had

originally planned, but the catalyst was a great one – the launch of the History of Yachting Show - to take place this summer! We had to learn more and find a way to be part of it.

The History of Yachting Exhibition will showcase paintings produced by members of the Canadian Society of Marine Artists as well as photographs of

CSMA MEMBERSHIP

The Society holds one or more of these artist's works on a permanent basis. Canadian Yachting plans to profile members of the society in upcoming issues. For a sneak peak, go to: <http://www.ultramarine.ca!>

Yves Bérubé, CSMA, IFA
 Mark Boden, CSMA
 Pat Burstall, CSMA
 Ken Deeley, CSMA
 Harry Heine, CSMA, RSMA, FCA
 B. Hermanson, CSMA
 John M. Horton, CSMA, FCA
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 Tony Lassing, CSMA
 Don Macmillan, CSMA
 Alan Nakano, CSMA
 Lloyd Pretty, CSMA
 Peter Rindlisbacher, CSMA
 O.K. Schenk, CSMA
 Edward Spears, CSMA
 Stefan Starenkyj, CSMA, IAF
 John Vandenengel, CSMA, SCA, MPSGS
 Ray Warren, CSMA

classic (and hopefully modern) yachts highlighting famous and important sailing vessels which were legendary and innovative in their time. Displays about the art of yacht design with examples and artifacts will illustrate the background work of developing and building these yachts.

Canadian designers George Herrick Duggan and George Cuthbertson (currently being convinced to share some of his stories) along with overseas designers William Fife, Charles Nicholson, Uffa Fox, Nathanael Herreshoff, Olin Stephens and John Alden will be portrayed. In addition to special talks, there will also be slide shows and videos to mark the occasion.

The Exhibition will open June 11 and remain open until August 4, 2011. More details can be found at www.aandc.org!

The Archives and Collections Society is a not-for-profit foundation, federally incorporated on October 21, 1999, known among many as Trafalgar Day – the day marked to celebrate the victory won by the Royal Navy, commanded by Vice-Admiral Horatio Nelson over the



Rendering of "The Victory" by David Dawson and design by architect Allan Rae of Toronto. 'The Victory' The Archives and Collections Society purchased this building in 2007 and renovated the ground floor to include gallery and library space. Currently renovations are in progress to allow the public visit the second floor as the fund raising allows. This rendering shows the third phase which will allow handicap access to all the collections and recreate a facade which is similar to the original 1890's building.

Stefan Starenkyj, CSMA

At a time when one only thinks of playing ball, Mr. Stefan Starenkyj preferred his pencils and paper. His drawing abilities led him to study architecture and after graduating from McGill University, he practiced his profession in the Québec city area, in the French West Indies and in the Eastern Townships. During all that time he did not set aside his love for painting and drawing and as result, 51 of his pen and ink drawings were published under the title Bellechase en blanc et noir. This unique collection has been acclaimed and appreciated by the general public. Through the years his realistic style has developed into an expression of great intensity. A simple anchor, flecked with rust, a calm harbour, boats at rest...become a message of perseverance and lasting serenity.

Stefan Starenkyj's scene of the harbour in Maine 'Bateaux de pêche au Maine' makes you feel the calm of the protected water. Published with written permission from Stefan Starenkyj to use the 'Bateaux de pêche au Maine' in the print version of Canadian Yachting.



One of the oldest books in the collection on a maritime theme is "Atkinson's Epitome of the Art of Navigation" - leather bound, 448 pages, including fold out diagrams and drawings and tables. It was published M DCC LVIII (1758) in London, printed by W. and J. Mount, T. Page and Son, on Tower-Hill. The oldest book in our collections is in fact "El origen de los Indios" published in 1607, photos at www.aandc.org - now more than half a millennium old.

combined French and Spanish fleets at the Battle of Trafalgar on October 21, 1805. The society is dedicated to maritime history and conservation, marine research and nautical education. In total, it holds more than a quarter of a million maritime and nautical documents, books, images, charts, magazines, journals and ship plans and our databases provide comprehensive marine and nautical research capability.

In February 2003, this Society took over the Canadian Society of Marine Artists (CSMA). The Canadian Society of Marine Artists was founded in 1983 to recognize and promote marine art and artists. The Society fosters Canadian marine artists; preserves and conserves works of art; advocates the teaching and study of marine art, its history and its techniques, methods and values; encourages co-operation among artists, historians, patrons and collectors, and others engaged in activities related to marine art and maritime history. 🐾

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48'	2003	Sea Ray 480 Sedan Bridge		\$394,900	31'	2009	Sea Ray 310 Sundancer	Reduced \$159,900
48'	1998	Ocean Yachts 48 Cockpit Motor Yacht	Reduced	\$239,900	29'	1999	Regal 292 Commodore	Sold \$49,900
45'	2006	Silverton 450 Convertible		\$479,900	28'	2001	Sea Ray 280 Sundancer	\$59,900
44'	2008	Sea Ray 44 Sundancer w/Zeus		\$529,900	24'	2002	Bayliner 2455 Ciera	\$25,900
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41'	2003	Sea Ray 410 Express Cruiser		\$199,900	37'	2010	Sea Ray 370 Sundancer w/AXIUS Joystick	\$299,900
41'	2000	Sea Ray 410 Sundancer	Reduced	\$174,900	45'	2005	Ocean Alexander 45 Sedan	\$294,000
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40	Carver 404 Cockpit MY, 2000	\$175,000
40	Sea Ray 400 EX Cruiser, 1994	\$ 89,900
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38	Bayliner 3807 MY, 1984	\$79,900
37	Carver 374 Voyager, 2000	\$149,000
37	Hatteras 37 Convertible, 1977	\$125,000
37	President 37 Sundeck AC-Die, 1987	\$95,000
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36	Sea Ray 360 Aft Cabin, 1985	\$59,000
36	Mainship 36 Sedan, 1987	\$54,900
36	Sea Ray 360 FB Sedan, 1980	\$43,900
36	Regal 360 Commodore, 1985	\$38,900
36	Trojan Tri Cabin 1973	\$27,900
35	Albin TE Express, 2004	US\$ 298,000
35	Cruisers 3570 Esprit, 1995	\$88,500
35	Doral Boca Grande 350 MCI, 1991	\$69,900
35	Carver 356, Aft Cabin, 2001	\$169,900
34	Carver Santego Express FB, 1989	\$84,500
34	Silverton 34 Aft Cabin, 1993	\$68,900
34	Silverton Convertible FB, 1992	\$68,900
34	Silverton Convertible, 1986	\$48,900

33	Rinker EC 330/340, 2008,	\$138,500
32	Trojan F32, 1978	\$44,000
32	Regal 322, Commodore, 1997	\$59,500
32	Carver 32 Aft Cabin, 1987	\$39,800
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31	Tiara 3100 Open FB 1991	\$64,900
31	Four Winns Vista 315, 1989	\$29,900
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29	Tiara 290 Sport Boat, 1991	\$39,000
28	Cadorett 280 Holiday, 1990	\$23,900
28	Pursuit 2860 Denali, 1999	\$64,500
27	Chaparral 270 Signature, 2003,	\$69,000
27	Sea Ray 270 Sundancer, 1992	\$19,500
25	Doral 250 SE, 2001	\$53,900

39	Corbin 39 Aft Cockpit, 1982	\$98,000
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Beneteau Oceanis 440	1991	\$91,000	Ontario 32	1976	\$49,000
Reliance 44	2 FROM	\$85,000	Hunter 31	1984	\$29,900
Colvin Gazelle 42	1985	\$49,000	Alberg 30	1976	\$18,000
Whitby 42	1973	\$85,000	Aloha 30	1986	\$29,900
C&C 41	1983	\$105,000	C&C 30	1979	\$35,000
Hunter 38	2 FROM	\$159,000	C&C Mega 30	1981	\$9,800
Hanse 375	2010	\$203,000	CS 30	5 FROM	\$39,900
Northern 37 Ketch	1979	\$49,900	Express 30	1985	\$31,500
Pacific Seacraft 37	2000	\$210,000	Kirby 30	1981	\$17,500
Peterson 37	1986	\$73,900	Nonsuch Ultra 30	1989	\$79,900
Tripp 37	1987	\$69,900	Chaser 29	1975	\$14,000
Beneteau 361	2002	\$119,000	Hughes Columbia 8.7	2 FROM	\$24,900
CS 36 Merlin	2 FROM	\$74,900	Aloha 28	1980	\$23,600
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Hanse 350	2008	\$149,000	Mirage 27	1979	\$13,900
Aloha 34	1981	\$48,000	Mirage 275	1989	\$36,500
Ericson 34	1987	\$62,900	Grampian 26	2 FROM	\$9,900
Hunter 34	1984	\$49,900	C&C 25 MKII	1981	\$16,000
J34	1985	\$24,900	C&C Redline 25	1975	\$7,500
C&C 33 MKII	1985	\$50,500	Catalina 25	1980	\$9,500
CS 33	1987	\$54,900	C&C 24	1980	\$8,995
Hunter 33	1977	\$26,000	C&C 25MK II	1981	\$16,000
Viking 33	1973	\$29,500	Sirus 22	1987	\$8,900
CS 27	1979	\$14,900	Aloha 28	1980	\$23,600
Columbia 8.7	1985	\$24,900	C&C 29 MK1	1977	\$17,500
Columbia Aura 8.7	1983	\$22,900	Mirage 30	1984/5	\$34,900

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- 45' Beneteau 456 - 1985 - \$105,000 - 25k Reduction!
- 42' Tayana Vancouver Aft Cockpit - 1981 - \$99,995
- 41' Beneteau 411 - 2000 - \$147,500 REDUCED
- 38' Beneteau 38m - 1991 - \$79,995
- 37' Gulfstar - 1977 - \$39,500 (in FL)
- 37' Endeavour Cutter - 1978 - \$38,900 (in FL)
- 36' Catalina 36 - 1996 - \$109,900
- 36' Beneteau 36s7 - 1996 - \$94,995 - REDUCED
- 36' Beneteau 361 - 2003 - \$124,995
- 35' Beneteau 352 - 1998 - \$TBA
- 35' Robbins / Killing Custom - 1992 - \$65,000
- 35' Cheoy Lee 35 - 1981 - \$59,900
- 34' Beneteau 331 - 2005 - \$109,000
- 34' Aloha - 1981 - \$37,995
- 31' Hunter 31 - 1984 - \$29,900
- 30' Mirage 30 - 1986 - \$32,995
- 30' Hunter 306 - 2003 - \$64,995 - Reduced
- 30' Canadian Sailcraft CS 30 - 1987 - \$37,700

Sailboats for Sale

- 30' Canadian Sailcraft 30 Fin Keel - \$37,995 - 1987
- 30' C&C 30 - 1974 - \$18,500
- 30' C&C 30 MK2 - 1988 - \$59,900
- 29' Northern - 1973 - \$12,500 REDUCED
- 29' Mirage 29 - 1987 - \$39,900
- 29' Hunter 29.5 - 1994 - \$48,500
- 29' Hughes Columbia 8.7 - 1981 - \$19,995
- 27' Halman Horizon - 1981 - \$14,995
- 27' Catalina 27 w/ diesel - 1987 - \$17,500
- 27' Catalina 27 w/ diesel - 1972 - \$12,500
- 27' Canadian Sailcraft CS27 - 1979 - \$15,995
- 26' Mac 26X w/'08 Honda 50hp - 1999 - \$25,900
- 26' MacGregor - 1998 - \$18,995
- 25' Mirage 25 - 1986 - \$13,995
- 25' Compac - 2008 - \$34,500 (in Bahamas)

Powerboats for Sale

- 69' Alum. Chris-Craft - 1971/1996 - \$495,000
- 46' Sea Ray Sundancer - 1999 - \$249,000
- 42' Carver 390 Aft Cockpit - 1993 - \$109,000
- 42.5' Oceania Trawler - 1985 - \$139,995
- 41' Mainship Grand Salon - 1989 - \$79,995
- 39' Trojan 390 Twin Diesel Express - \$119,900
- 38' Hatteras Motor Yacht - 1973 - \$44,995
- 34' Sea Ray 345 - 1988 - \$47,995
- 33' Carver 634 Santego - 1991 - \$59,900
- 33' Sea Ray 330 Sundancer - 1997 - \$89,000
- 28' Rinker 260 - 2008 - \$59,000
- 28' Chaparral - 2002 - \$TBA
- 27' Bayliner 2655 - 1996 - \$18,900
- 26' Mac 26X '08 Honda 50hp - 1999 - \$25,900
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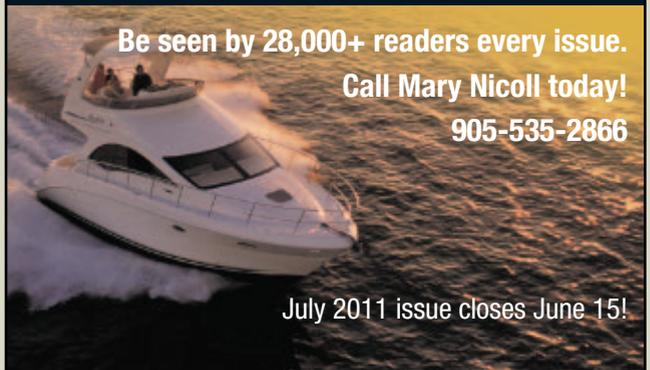


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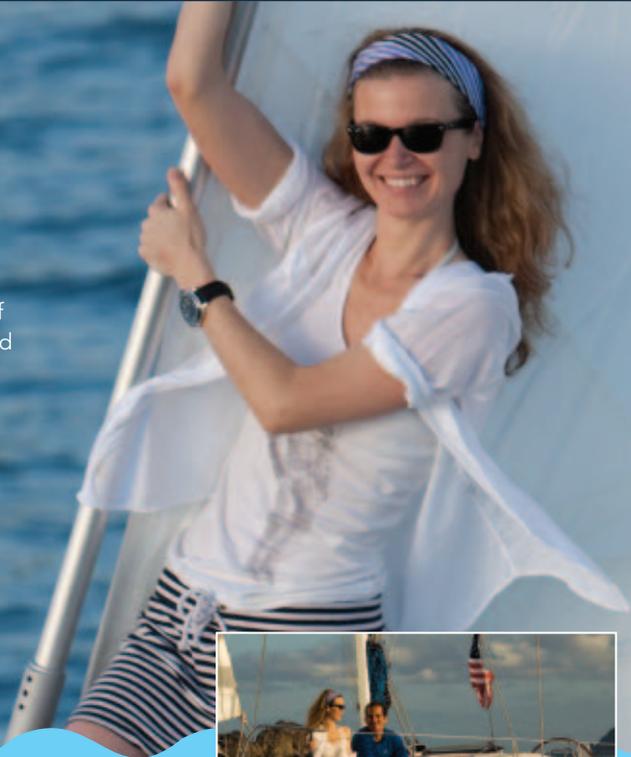
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Your Personal Guide to Summer 2011

By John Morris

IT'S ALL NEW. The world of boating is the most wonderful one, but as inevitable as Don Cherry's plaid pocket handkerchief, things change. Here is your guide to this summer, based on the things we've learned from summers past, but new and improved for today's reality.

8 NEW EXCUSES FOR YOUR BOSS

Playing hooky to head out on the water is certainly nothing new. But thanks to the new world order, there's a broad range of new excuses for why you missed that critical (oh, come on, was it really that important?) meeting or missed a memo.

1. The glare on the aft deck washed out my iPad
2. I had an urgent tweet from the Commodore
3. We were so far out on the lake we were out of cell range
4. I thought the memo was a virus or
5. I confused your memo with the Race Instructions
6. The drone of the offshore wind farm made it impossible to hear you on my cell phone
7. I didn't want to call with a drink in my hand – I am well aware of the company policy and respect it
8. My PDA billing statement was so obfuscated I missed some details. I was totally certain my data plan included the Grenadines

4 SPECIAL GUESTS TO TAKE OUT FOR A DAY OF BOATING

Boating is all about caring. We love to have guests come aboard and share the glories of the day on the water.

1. Michael Ignatieff. Now there's someone with time on his hands. Extend your hospitality.
2. Pippa Middleton. Or anyone named Middleton. Since sister Kate got hitched, the Middleton clan is in huge demand. Even though they dock three slips away and I've known them for years, I could only book Bill and Marie Middleton for mid-August.
3. Steven Tyler, the rock all-star is currently wowing them on Idol and you need him on your boat. Steven is no stranger to boating. His cottage is on Lake Sunapee, the fifth-largest lake located entirely in New Hampshire and (according to Wikipedia) home to The Sunapee Starboat Regatta, the largest unsanctioned sailing event in the USA.
4. Dr. Ho. Not only is he a good doctor, he would obviously be a fun and spirited guest; your boat shoes will benefit from those odour reducing air holes in his orthotics.

7 IMPORTANT TIPS FOR ON-BOARD CORRECTNESS

1. For on-board snacks, serve samosas, falafels and beet borscht for both their vegan and cross-ethnic attributes. Gluten free beer only (I read in the Globe that tennis star Novak Djokovic says a gluten-free diet

makes him feel great – go figure.) Be sensitive. No peanuts either. Or pork rinds, please.

2. Take your Facebook friends boating. Put up great pictures of the day they would have had, had they actually been there. Imagine the virtual fun they'll have while you reduce everyone's carbon footprint.
3. While "bunga bunga" sounds like a boating term, be careful not to confuse it with "bilge pump."
4. Try tofu angling. Since so many species are under threat, the kids will love it when you hook blocks of bean curd on their lines.
5. His and hers bikinis. No playing favourites anymore. While I don't look quite as good in mine as I once did, try to get everyone looking hot hot hot.
6. Despite its nautical attraction, offering Captain Crunch to young boating guests may lead to adolescent obesity.
7. Be wary using social media – an inadvertent slag of the race captain can shoot around the world and land you in the protest room. Don't tweet anything you wouldn't also tell the world in semaphore flags.

1 PORT TO AVOID THIS YEAR

Tripoli – watch for mortars down at the marina.

Armed with this simple information, you're guaranteed the best summer ever. See you out there. ✌

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