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How to Beat the Winter Blues

IT'S TRUE. Winter is coming. For the most part the boating season is over. Although out west, there are keen boaters who boat during the off-season, described as October - March for most charter companies, the rest of us are planning for haul-out and the onset of winter. But the boating season doesn't have to end with the first snowfall.

Many yacht clubs across Canada keep their doors open – although some with reduced hours – through the winter months offering great programs and social activities to keep everyone connected.

Most chandleries stay open year round – some are even open 24/7 with great online store specials – all to help you build a masterful, nautical Christmas wish list.

Boating courses are always a good way to refresh your knowledge or learn something new. Of course, by now, you all have your Pleasure Craft Operator Card (PCOC) so it's probably time to expand your boat course portfolio.

Whether you are interested in powerboats, sailing vessels or kayaks, the Canadian Power and Sail Squadrons offers the introductory Boating Course that provides you in-depth boat operation and safety training. As well, you will experience the challenge of plotting and navigation.

For more serious boaters, other courses include: Seamanship, Advanced Piloting and Navigation. And some of these course are available online such as: Navigating with GPS, Electronic Charting and RADAR.

For those of you who have the time to escape to sunny climes over the winter, several companies offer CYA- and RYA-approved on-the-water courses such as: Basic Keelboat Sailing, Coastal Cruising – Basic and Advanced, Bareboat Chartering; Coastal Navigation; Celestial Navigation, and Offshore Passagemaking.

Of course you could start planning your winter boat tasks. Putting your boat away with a clean engine room and bilge at the end of the season is extremely important.

If you're educated out and just want a break to enjoy boating this winter, consider a boat charter vacation. This issue of *Canadian Yachting* features a Moorings Power Cat 393 PC. Chartering is not just for sailors anymore. Power boaters can enjoy the same pleasurable experience with the likes of a Moorings Power Cat. But there are other options! Whether power or sail, bareboat or skippered, or even joining a flotilla, everyone can beat the winter blues. In fact, for the truly adventurous, why don't you volunteer to crew on one of the many yachts competing in the Caribbean regatta circuit.

Whether to dream or actually plan a vacation, whet your southern appetite and determine the destination (or regatta) that's right for you this winter by flipping through the pages of Waypoint in this issue to learn more about the BVIS, St. Maarten, Antigua, Bermuda and Grenada.

Also included in this issue is a feature on St. Lucia, a review on the Regal 35 Sport Coupe, CY's top 10 sailboats (introduced at Annapolis) for 2012 and the announcement of BionX's SeaScape 12 – a catamaran-style pedal-boat.

To be inspired, meet Nikola Girke, a two-time Canadian Olympian, who is among the few athletes who have made the transition from one sport discipline to another and has competed in two different events at the Olympic Games, now making her way to qualify for London 2012.

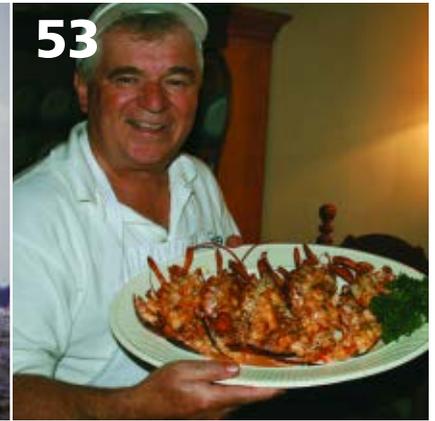
No matter how you choose to beat the winter blues, make sure a boating activity is one of your top remedies. 🏹



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Meet Helen of the West Indies

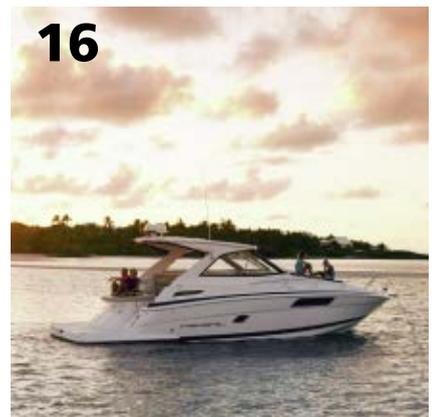
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Cover: St. Lucia is poised to become a significant yachting destination. Among other attractions are

The Landings at St. Lucia, where you can purchase an elegant seaside condo and a berth for your yacht.

PHOTO CREDIT: Sharon Matthews-Stevens

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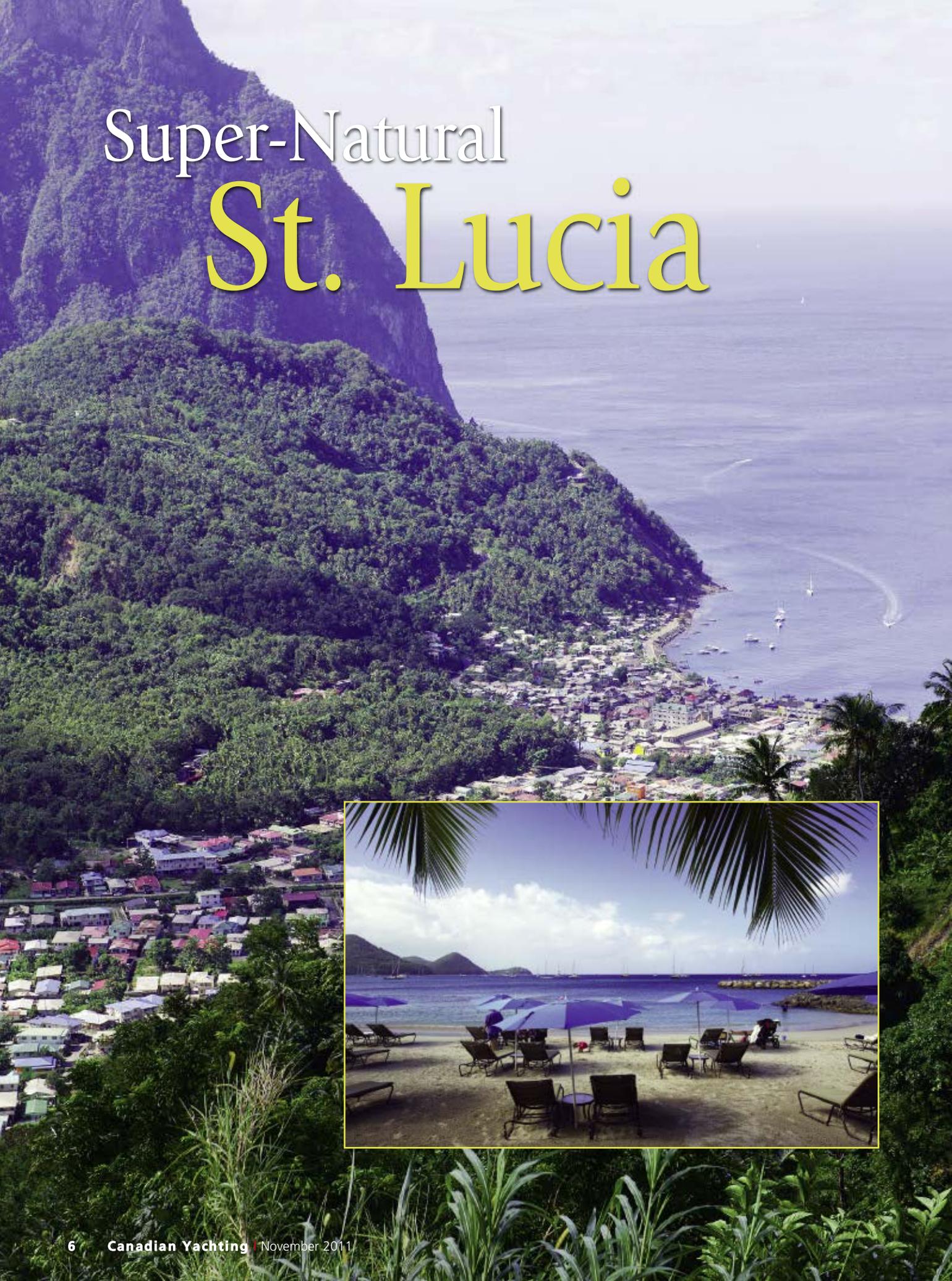
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Super-Natural

St. Lucia



*By Mark Stevens
Photos by Sharon Matthews-Stevens*

The aerial tram makes a sort of quiet hissing sound as it ascends the side of the mountain, but otherwise it's nearly silent here in the canopy of the rainforest. I couldn't imagine a more appropriate name for this St. Lucia excursion: it's called the Rainforest Sky Ride.

The wind blows insistently in the sky-reaching stands of bamboo just out of hand's reach of our suspended carriage one hundred and fifty feet above the ground, making them creak like old men with arthritis. A mountain stream murmurs far below, a soporific counter-melody to the wind. Our guide – a young Rasta guy who calls himself "Vision" – gets it.

"I'm going to shut up now and we can listen."

And we do.

We glide upward, weightless, lured by the sweet smell of incense trees, by a fecund aroma given off by vegetation so lush that when a tree dies the sun hasn't set before something else – moss or bromeliad or wild orchid – already grows on it.

Far to the south Castries bustles: the machine-gun patois of vendors in the produce market, the constant stream of growling trucks, the riffs of an organ in the great cathedral in the square.

But here silence reigns supreme. Here we can taste nature on our tongues.

For St. Lucia is, if nothing else, a super-natural island.

After we descend from the canopy itself, we follow "Vision" on a hike through the bottom – along the edges of

Nestled between the slopes of a dormant volcano and the Caribbean, the town of Soufrière – and its people – both reflect and mesh with the natural beauty here.

Insert: For all its natural splendour St. Lucia still offers plenty of those Caribbean charms you'd expect from an island destination, like this perfect beach at Rodney Bay.

those self-same brooks, through the sanctuary and nave and narthex of an emerald cathedral with pommier and ficus and fiery hibiscus trees for congregation.

It is easy to forget that there are hotels and resorts here, places where the carnal baste on alabaster beaches and inhale sugary cocktails in condensation-beaded glasses with umbrellas in them at swim-up bars. Easy to forget that concatenation of gorgeous properties: Marigot Beach Hotel, a quirky place with lots of personality; Ladera, with its three-walled rooms and private plunge pools and views of the Pitons so spectacular you'd never turn on the television – even if you had one; the luxurious appointments of The Landings on a perfect crescent beach at Rodney Bay – formal dining room, two-person Jacuzzis, sunset views that would make a Math teacher cry.

Easy to forget that there are booze-soaked sunset cruises and historical sites and jet skis and shopping galore, gourmet restaurants like Dasheene at Ladera and Rainforest Hideaway in Marigot Bay that make your mouth water to think of them.

For her natural splendour is St. Lucia's siren call.

Nowhere is that more evident than in Belvedere Valley. Here, great green walls fall precipitously to secret canyons. Cumulous clouds embrace the hills; they caress this landscape where you see absolutely no sign of life but the grey ribbon of road that we've just travelled.

Then Randall, our driver, points out a tiny shack high on a distant hill. A Rasta man lives there, a serious one, almost a holy one. "He rarely goes into town," says Randall. "He grows most of his own food. He prays three times a day."

I gaze across the valley. Mt. Gimie, St.

Lucia's highest peak, an ethereal Impressionist painting, reaches heavenward in invocation.

I imagine going to my favourite paint store, grabbing handful after handful of those colour palettes, each a shade of green, each bearing an evocative name: lotus green, peppermint leaf, apple lime cocktail, traffic light green.

They would barely break the surface.

Last night I read some of the work of Nobel laureate poet Derek Walcott, a local who's honoured by a square in his name across from the cathedral in Castries.

He wrote of "forests of history thickening with amnesia." I scan this valley, silently reciting those words. And I understand why he got the Nobel Prize.

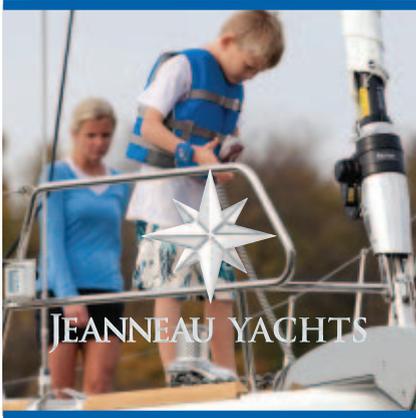
I am subdued and overwhelmed as we make our way south and stop at a rum shop high on a hill overlooking Soufrière.

There on the hillside I am blessed with a revelation. Far below the calm sapphire sea embraces the land, gentle white tendrils decorating its surface.

Here below is a rainbow: red and blue and tangerine and lime and lemon rooftops festoon a town nestled between the Caribbean Sea and sheer slopes are



The mudbaths at Sulphur Springs are said to have healing properties. That aside, they also offer up sheer pleasure.



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The Landings resort in the north is the perfect blend of land and sea, right down to a private marina for guests and condo owners.

falling away from the edge of a dormant volcano. I realize that these people are humbled by where they live. They have matched, in their own dwellings, the colours of the blossoms that cling to hills and cascade seaward like bougainvillea bouquets. But they don't try to compete with either land or sea. Rather they meld.

I'm feeling downright metaphysical as we pass through Soufrière, making our way south to the Pitons. We drive slowly past women in flowered dresses and straw hats, bibles clutched against their bodies as they stroll to church. We pass a dog climbing a steep path, proudly holding a fish in his jaws, a group of young men kicking around a soccer ball on the sand between fishing boats and murmuring undulating surf. Their rhythm matches the rhythm of the sea, of the forest.

More Walcott seeps into my consciousness: "Virginal, unpainted world."

And then we ascend to the opposite of paradise, albeit a necessary foil. True happiness needs sadness; such beauty needs a beast.

The beast is Sulphur Springs.

A tour guide named Ruthie takes us down a path to a lookout point and points toward a vast wasteland of mud

and sulphur-crusted depressions – a moonscape of a place. Cauldrons dot the barren landscape – water and mud inside them boils and roils and churns furiously. Steam rises up from the crater field like so many ghosts, though I'm struck by the contrast with the background: jade trees and flower blossoms and undulating hills. I breathe in and smell the bite of sulphur on breezes that swirl the mists into restless spirits, though it's downright beautiful again when our guide turns and leads us into a green glade, down a path punctuated by stands of bamboo.

We clamour down to a bridge and hear the murmuring of a stream, the more insistent hiss of a waterfall twenty yards upstream. We climb under the bridge to water's edge. "Put your hand in," Ruthie commands.

The water is bathtub warm. I notice, in a sun-dappled pool at the base of the little cascade, a very pretty woman bathing in the water, cradling an infant in her hands.

"Locals bathe here all the time," says Ruthie. "Keeps them young."

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The super-natural beauty of St. Lucia is visible even from its beaches. Proof positive is this mountain range north of Castries.

She leads us back to the bridge. Solidly built, she can't be more than mid-thirties. She stops and grins at us. "Sometimes I bathe here. I'm seventy-five."

Just down the road, nature and pure hedonism compete for dominance. A sort of river flows from the crater into a stone cistern. Several people are immersed in the cistern, laughing and carrying on. They take great dabs of mud from beneath the surface, plastering it onto backs and chests and shoulders.

I join them.

The mud is so soothing I almost believe in its healing properties. Feels so good as to be supernatural. Castries could be a hundred miles away. Could be a thousand miles from a little cove known by a variety of names.

My favourite name for this unspeakably beautiful anchorage is one I found on an old map up in Marigot Bay. It was still in French, evidence of the island's illustrious past: called the "Helen of the West Indies", St. Lucia was so desirable the French and English lusted after her – and conquered her in turn – no less than fourteen times. The English translation is "Bay of Silence."

We are in the cockpit of a Moorings chartered sailboat, spinning on a mooring ball lazy as a maple key in a

mud puddle.

It's late afternoon. The Pitons rise up above us. I remember more Walcott. "I come from a place that likes grandeur."

This was grandeur multiplied exponentially.

The sun falls in the west, spotlighting the Pitons. For a minute, Petit Piton is sharp and jagged, ominous, forbidding. Then the sun shifts, cast its beam across the face of the sheer rock. Now it is a stone cathedral, vegetation bathed in the fading glow standing in for stained glass windows.

The sun descends, the boat swings around.

Now Gros Piton fills our view, stout and faithful one minute, rugged, threatening as a castle's battlements, the next.

The sun gasps, plunging into flamingo-coloured seas, its green flash a promise for tomorrow.

No one says a word.

The feeling you get is like a vision of another world or un-world: incorporeal, cerulean.

The feeling you get, like a promise of your own immortality, is downright supernatural. 🌿

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Powering Through Paradise on a Charter Cat

I SWEAR, we have never faked it...until now.

When you read one of our *Canadian Yachting* Powerboat Reviews, we have actually travelled to the boat along with our test equipment, our camera and whatever other paraphernalia we need on board to drive the boat under real-world circumstances. But, not this time.

We wish we could though!

The three-cabin, two-head 393 PC is available as a charter yacht from The Moorings. You don't have to buy one; you could enjoy this boat for a fraction of what it would cost. Just contact The Moorings and book a BVI vacation onboard one of their 393 PC Power Cats.

The idea of spending your vacation onboard a yacht in the British Virgin Islands (Mediterranean bases coming soon), is never a tough sell except that many people automatically think sailboat when they think charters. So, of course, you would need to know how to sail for those charters. Obviously, you do

By Andy Adams

need knowledge and experience to operate any boat, but you don't need to be a sailor to charter a 393 PC from The Moorings.

This issue of *Canadian Yachting* features our annual 'Waypoint' supplement with lots of information about destinations where you can charter a boat for your winter vacation down south, so we

thought it would be fun to walk you through the accommodations and the boating experience of chartering a Moorings Power Cat.

The 393 PC was conceived among a group of participants - The Moorings, yacht builders Robertson & Caine and architects Morrelli & Melvin - to create a power catamaran design that would be the ideal cruising yacht for Moorings charter customers. Their goals were to provide three deck levels to deliver large and individual living spaces combined with easy boat handling and plenty of amenities to ensure a memorable onboard experience.

A catamaran provides some important sea-keeping attributes. While it is 38'7" in length, the 393 PC is 19'9" wide. With the hulls spread so far apart, this catamaran design delivers tremendous side-to-side stability for passenger comfort.

The two relatively narrow hulls offer much less resistance at typical cruising

SPECIFICATIONS

Length Overall	38'2"/11.75 m
Beam	19'9"/6.04 m
Weight	22,000 lbs/9,955 kg
Fuel Capacity	211 gal./800 l
Water Capacity	206 gal./820 l
Engines	Twin Inboard Yanmar 110 HP Diesels
Price	\$4620 Per Week*

* \$770 per person/per week based on six people.
(Pricing changes based on demand and do not include yacht insurance and taxes.)

Report boat provided by and price quoted by The Moorings
www.moorings.com



The helm is nicely laid out for easy operation with center-mounted controls for the engines, steering wheel positioned for standing or sitting operation and the navigation screen up in clear view for both the captain and his companion.

speeds of 16-18 knots, so the two relatively small, Yanmar 110 HP diesel engines can deliver impressive fuel economy and range.

A powerboat like the 393 PC can deliver all the comforts of home, too. The 393 PC features air-conditioning, an onboard generator, a suite of navigation electronics and everything necessary for comfortable cruising. The boat is ready to go on your arrival.

Out on the water, everyone will enjoy being on the flying bridge – a spacious area with a double-helm seat and instrument console mounted in the centre of the boat. This gives the driver excellent sightlines in all directions for handling the boat out on the water as well as when docking. Of course, the driver will be looking forward when you're under way, so the designers included a large semicircular seating area ahead of the helm where all the guests can gather. This way, the driver can be part of the party and everyone gets a fabulous view of where the boat is heading.

There's plenty of room to stand up and a Bimini top lets the breezes blow but keeps the sun from making the day too uncomfortable. Speaking of comfort, the seating area is almost exactly in the

centre of the boat to minimize any ride motions that inexperienced boaters might find unpleasant.

The flying bridge is accessed through a curving staircase up from the main deck. The aft part of the bridge also serves as a hardtop over the main deck which has another enormous outside seating area. Through the door is a wonderful big salon including a dinette large enough for six adults across from the galley.

The salon has cherry-laminate finished cabinetry and simulated Austrian walnut flooring for easy care but a rich look. Indoors you can enjoy the air-conditioning, or run the ventilation fans that use much less power. The nighttime overhead LED lighting makes this space a particularly charming spot for lively conversation.

The galley is set up for cooking full meals and includes a Force 10 gas cooker with two burners and an oven with a broiler for versatile food prep options. The 393 PC includes two, front-opening refrigerator/freezer drawers for keeping your food fresh and the large U-shaped galley worktop surface is finished in heat-resistant Corian. There's a separate garbage bin locker and lots of storage space too.



This is the covered aft deck with plenty of seating and a useful picnic table. On the left you see the curving staircase coming down from the flying bridge and also the sliding doors leading into the saloon.

For entertainment and enjoyment, there is a 19-inch flatscreen television and DVD player as well as a Sony CD player with MP3 jack inputs. Just bring all your favourite tunes with you and with the Bose marine speakers in the cockpit and on the flying bridge, you can enjoy your tunes.

The lower deck is divided into the port and starboard hulls.

As you step down the companionway stairs on the port side, the day head is directly in front of you. This has a wash-basin and faucet, separate shower compartment and a large bowl electric toilet for everyone's comfort.



This is the view forward looking toward the windshield, from the galley. The convertible dinette will benefit from the two opening windshield sections for extra ventilation. Can you imagine being one of six close friends sitting around the dining room table?



This is the access to one of the port side cabins with its double bed. Notice that the overhead escape hatch opens and there's also a port hole in the side near the head of the bed. There is storage along the side as well as lockers in the companionway.



The 393 PC happens to have a particularly nice galley because of the U-shaped arrangement, stove with oven and large stainless steel sink beside open window. This will be a nice spot to prepare food during a cruise.

From there, the portside hull is divided forward and aft to offer two separate cabins. They are almost identical. Each has a double berth measuring 4'5" or more wide and 6'7" in length. In the event a child needs to be accommodated, there is child's berth in the front cabin in the forepeak.

Both cabins have LED overhead lighting, ventilation fans and air conditioning, overhead fluorescent lighting and a large hull window incorporating a port light.

The starboard hull is the master suite and when travelling with three couples,

to be fair, you had better flip for it beforehand! On the other hand, if mom and dad have chartered the 393 PC to bring sons and daughters and perhaps a grandchild or two, they should grab the starboard cabin.

Again, this area is finished with the cherry wood laminate cabinetry and has a 4'9" wide double berth, 6'7" long. Like the other two cabins, there's a hanging locker, LED overhead lighting, ventilation fans and air conditioning, overhead fluorescent lighting and another large hull window. But this cabin also has a study desk, bookshelf and quite a bit more storage.

The master suite also includes its own bathroom that has a wash basin in a vanity, a separate shower compartment and a large bowl electric toilet.

The cabin accommodations are quite complete and offer comfort as well as privacy even although you'll spend the most time outside on the back deck and in the dinghy heading for a beautiful beach or restaurant.

The interesting thing about the twin hulls is that there is a wide space between them where you can bring up the inflatable dinghy. Both hulls have steps down to water level platforms making swimming and getting back onboard easy with the teak stepped boarding ladder.

For many male charter customers, the most important thing is the BBQ that's here, keeping smoke out of the covered area under the flying bridge and the salon and galley that are near at hand.

Finally, you can also step up a bit further to the wide side decks and go forward to the spacious and flat front deck to tan or just enjoy the breezes.

The 393 PC looks like a spacious and well-equipped boat but all it costs is \$770 per person/per week based on six people.

Could you afford to be cruising a 393 PC on your next vacation? 🙌



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Brilliant, Interior Features



REGAL'S new 35 Sport Coupe represents a real step forward in mid-size cruiser design. Express cruisers have long been the most popular design but, increasingly, people want the all-weather convenience of a glassed-in salon. However, on the other hand, they also want the enjoyment of open air boating.

So what is the solution? Regal gave the 35 Sport Coupe a roof that retracts its full width, drawing back about two feet and opening up the sky overhead.

The exterior features are very impressive. Although it has a walk-through windshield section for safe forward deck access, it also has well-positioned bow rails and sidedecks wide enough to put your foot down flat. These are moulded with a little bit of a lip (like a toe rail) to make sure that your footing feels secure. A diamond pattern non-slip finish is used everywhere you step. The deck access is important because owners will want to enjoy the large foredeck sun pad with its reclining seatback system. It's a great spot to suntan and relax.

By Andy Adams

The Regal 35 Sport Coupe also has a generous anchor locker, anchor and an electric windlass for convenience.

The stern got a lot of design attention. For a boat of this size, Regal's 35 Sport Coupe has a remarkably large swim platform for easy boarding and social space. Swim platform features include recessed cleats, a covered three-step boarding ladder, stereo speakers, audio system remote control and one of its most innovative

features – a versatile, convertible aft bench seat.

This is really trick! The seatback has a locking mechanism with three different positions: aft facing for swimming; facing forward for cruising; or, folded flat for suntanning.

It is two steps up to the cockpit through the transom gate. An L-shaped settee on the port side also gets a flip-flop back to face either forward or aft. In the aft facing position, use the removable teak cockpit table for outdoor dining or as part of a big sun bed; either way you get lots of seating space. A removable Igloo cooler is included there, too.

On the starboard side is a refreshment centre with a trash container, covered sink and a covered Kenyon custom electric grill with lid. You can cook practically anything on the grill outside. Then, relax with a movie after dinner, using the drop-down flatscreen television that is cleverly concealed in the cabin roof.

Thoughtfully located stainless steel handholds have been installed through-

SPECIFICATIONS

Length	36'10"/11.23 m
Beam	11'4"/3.45 m
Dry Weight	12,900 lb./5,851 kg
Fuel Capacity	168 gal./ 636 L
Water Capacity	50 gal./189 L
Waste Capacity	30 gal./114 L
Base Price	\$273,713 US
Price (as tested)	\$343,331 US

Report boat provided by and price quoted by Crates Lake Country Boats
www.crateslakecountryboats.com

PERFORMANCE

TEST BOAT ENGINES

Twin Volvo-Penta 5.7 Gi-300, 5.7 liter, 350 ci V8 engines with fuel-injection and EVC Electronic Vessel Control including electronic throttle and shift and joystick docking. Volvo-Penta Duoprop drives.

ENGINE (RPM)	SPEED (MPH)
1000	5.9
1500	8.3
2000	9.7
2500	11.9
3000	21.5
3200	23.3*
3500	28.6
4000	35.5
4500	40.5
4900 (MAX)	45.0

*Cruising speed

Performance data supplied
by Garmin GPS

out the cockpit for safety; the port side companion seat has an angled backrest for reclining. Regal included a handy dashboard locker and perhaps the best part about the one-level cockpit and bridge deck is that all the passengers get a clear view of the water while running.

Typically, the best seat in the house is the helm seat and Regal made sure that was the case on the 35 Sport Coupe! The double-wide seat slides forward and aft for comfort, has a flip-up bolster as well as an angled foot rest. In addition, they have added a folding teak platform to raise the driver, so he or she can see right over the windshield. The beautifully finished woodgrain steering wheel tilts to accommodate various driving positions. In inclement weather, or with the hard-top closed, the wooden platform flips out of the way and you can still stand with the roof closed.

The driving experience is another strength of Regal's 35 Sport Coupe. Our test boat was equipped with twin Volvo Penta 5.7 GiCE-300 stern drive engines



The Regal 35 Sports Coupe has one of the most innovative cabin layouts we've seen in a long time. This picture only shows part of the very large starboard side settee that curves right around to connect to the galley on the port side.

with Duoprop stern drives. These now have the EVC electronic controls, so throttle, gears and steering are all drive by wire. That allows full joystick docking.

The joystick system effectively enables the boat to pivot, move sideways, forwards, or backwards as required when docking or manoeuvring. Putting the Regal into a slip is easy and only requires a few feet of clearance when docking.

On the water performance was impressive. The 5.7 Gi's plane the Regal off very quickly and although we had a light load, it would take a lot to slow this boat down! The tracking was effortless;

we could let go of the wheel and the boat would run a straight line at almost any speed. (Admittedly, the water was very calm during our boat test, but it was still an impressive performance.)

More impressive was the fact that the engines could hold a 23-24 MPH cruising speed which is both comfortable and economical. But the 35 Sport Coupe also hit a 45 MPH top speed at 4900 RPM also with impressive smoothness. The boat turns tight, handles with precision and most importantly, the driver has such wonderful sightlines in all directions that it will really inspire confidence



The high-gloss cabinetry in the galley unit is both attractive and easy care. It's well-equipped in terms of both appliances and storage and has a unique and clever feature; the countertop cover over the 2-burner stove lifts out, fits into a slot on the left-hand side and acts on a safety switch allowing the stovetop to turn on. At the same time, it acts as a backsplash.



The spacious head has a vacuum flush MSD, air-conditioning duct as well as an opening side porthole. The shower is arranged so you can pull the curtain over the cabinets making up an unusually good shower.

in less experienced owners.

The deck design is interesting in that the bow appears to slope down in front, giving you a particularly clear view of the water.

If we have a complaint, it's the fact that the black Sunbrella canvas enclosing the stern blocks out the side quarter views. A little more window would be an improvement.

In this size range of boat, the electric sliding roof is an impressive feature. Not a sunny day? Our test boat was equipped with reverse-cycle heating and air-conditioning systems for extended cruising comfort with A/C on the bridge and throughout the cockpit with big vents.

You might think Regal put all the big ideas into the cockpit and topsides, but no!

Below, in the cabin, Regal has done an impressive job with cherry and holly flooring that looks very elegant, glossy cabinetry and genuine Corian countertops. There was an Isotherm refrigerator in the galley and another one in the cockpit refreshment area.

The galley also includes a Contoure



We think most buyers will load up on the refreshment area options. Here in the cockpit is a handy trash locker, sink, covered electric grill, icemaker and refrigerator for cold drinks. It's like a whole second galley up in the fresh air.

microwave and a two-burner Kenyon custom stove with a very clever cover. Cover in, you get more counter space. When you remove the cover, it slides into a slot at the side becoming a backsplash while at the same time activating a safety switch allowing the stove to go on. So, the burners can't heat with the cover on. Very clever. The galley area is a generous size and when you add the food prep accommodations in the refreshment area, you've got a great galley situation.

A bigger innovation is the electrically extendable main berth. Rather than angling it or trying to make it an island berth that still takes up a lot of space, the electric mechanism extends the berth about two feet and adds a convenient step, taking it from a truncated four-footer to a full-size queen for sleeping comfort. When it's retracted, the design maximizes salon seating space. There's also a deck hatch for ventilation.

This very creative berth facilitates an L-shaped settee that runs up the starboard side and across to the galley unit. The middle section also pulls out to create a second double-berth for families cruising with kids or guests; the third section of the settee has storage underneath including space for the removable dining table.

You could easily have four comfortably seated for dinner without even adding a chair.

To add to the pleasure of this area, there is a 32-inch Samsung flatscreen television on the bulkhead visible from almost everywhere in the cabin.

The mid-cabin will likely be set up as a conversation area most of the time, but can quickly convert into another double berth (with another flatscreen TV). I suspect many cruising couples would use this as their sleeping cabin leaving the big salon area as seating.

The head on the port side is spacious and has a vacuum flush MSD, air-conditioning duct as well as an opening side porthole; the showerhead is actually built in such a way that you can pull the curtain to cover the rest of the cabinets making up an unusually good shower. There's a small sink and a vanity with the mirror positioned for makeup or shaving. There's storage in the medicine cabinet and under the vanity.

In the 35-foot class, you could justify choosing the Regal 35 Sport Coupe for the performance alone, but the numerous clever mechanisms and versatile accommodations help make this boat really stand out. 🖱️



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Canadian Yachting's TOP 10 at Annapolis 2011

By John Kerr

IT'S A TOUGH role to go, year after year, to Annapolis, but it's a perfect time of year for Canadians. No other venue in North America can even come close to this boat show. More boats, more stuff, and all in the best environment you can imagine. My top picks this year all have dealer support and expertise right here at home; these are the boats that we feel fit into our market best. There is some great product out there; it's difficult to narrow it down to 10. The boat builders are all strutting their new product all the while finding their footing looking forward

(from what has been some of the toughest economic times for the industry). What was encouraging here is that our Canadian dealers from coast to coast are competing worldwide and many are being rewarded with top 10 global awards for service excellence and sales volume.

This is a Canadian list drawn from honest perspective and not influenced at all by advertising lineage, PR agency hype or any other bias.

J70

I loved this boat from the first take – a breath of fresh air from J Boats. It's trailerable, easily sailed and its large cockpit, small sail inventory and sailing just for sailing's sake. From trailer to water in 30 minutes, this boat was made to fill a niche long forgotten. It has a vertically lifting bulb keel and carbon fiber single spreader rig. Perfectly sailed by 3-4 and it's got that great J Boat moniker too!



Bavaria 32

We were so keen to see the new Bavaria line-up in Annapolis. Alongside the 32, were the new 36, 40 and 45, all of which could make this list. The US media were hot on Bavaria but readers that follow CY know we have been covering these wonderful boats for years. The 32, like its siblings, are designed by Farr. I loved this boat's look, dominated by its wide beam and wonderful below deck feel with full 6 foot+ headroom. Its high quality look and feel are also impressive.



Hunter E33

Hunter has been most active with a ton of new innovations of late. Their attention to customer input has fostered a new boat that will solidify a position for bringing more people into sailing than most other brands. The classic benefits of the B&R rig, functional arch and well-appointed below deck design are only outdone by a price point one needs to see to believe. The wonderful extended cockpit is a neat touch too!



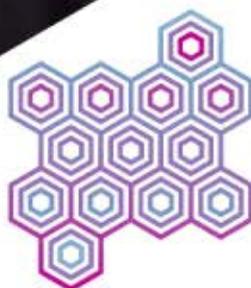
Jeanneau 379

I make no bones about it, I like this line a lot. What this modern looking Jeanneau has is a wonderful testament to its design team and Marc Lombard. The performance characteristics are exceptional and the price per foot is quite impressive as well. The twin wheels and lift keel option make it a wonderful boat for many destinations in Canada. The large bright interior is also well done.





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The Chandlery, www.thechandleryonline.com, (1-800-785-4664)

Fogh Marine, www.foghmarine.com, (1-800-342-3644)

Nikka Fishing and Marine, www.nikka.ca, (1-800-830-6332)

Rigging Shoppe, www.riggingshoppe.com, (1-877-752-1711)

Sharkskin Weathergear, www.sharkskin.ca (1-800-361-1200)

Beneteau Oceanis 41

Beneteau has not held back from its design innovations either. Three new Oceanis series boats will be available. Designed by Finot-Conq, the distinctive lengthy hard chine hull generates wonderful internal options that Beneteau has certainly taken advantage of. The large mainsheet arch is a neat touch but below the bright interior pleases as well.



Jeanneau 439

The market niche Philippe Briand wanted to reach with this performance yacht will be excited. This boat allows for lots of customization with its rig and keel options. The wonderful lines and deck plan turned my head. I loved the self-tacking jib and the option for a 140% performance genoa. The interior, surprisingly spacious, is bright and wonderfully comfortable.



Tartan 4400

Tartan's robust designs and wonderful attention to detail make their traditional yachts a 'must see' option in our minds. One thing Tartan has always done is to ensure their boats can perform and perform well. Below decks, the ambiance and style is only outdone by the practical convenience and wonderful balance of satin-varnished cherry joiner work.



Dufour 445

With a solid tradition combined with a new outlook, this builder is producing some wonderful new hulls and product. Careful attention to detail below with storage options that will surprise, this boat won my vote quickly. There is no question that this performance cruiser has a renewed commitment to the Canadian market. I am quite sure it will find its way to many marinas and yacht clubs next year. Its workmanship and solid pedigree will ensure it's a contender in the 44' cruising yacht niche.



Beneteau Sense 43

The Sense line from Beneteau quickly became a benchmark for the industry, so it wasn't a surprise when we saw the 43 for the first time. Capitalizing on the successful 50, the wonderful style and sense (pardon the pun), its wide beam at 14 feet that's carried all the way aft is complemented well with the hard chine concept. We loved the interaction with the cockpit and salon; the cockpit size and scope is amazing.



Hanse 445

Hanse's move to the main dock in Annapolis really demonstrated its scope of product. It's funny but boats show better when you see their full length and profile. Hanse continues to impress and the 445 is a boat I like a lot. You expect the twin wheels from a Hanse design, but the self-tacker and huge folding platform deliver extra value. The fact one can has interior options just make this boat a perfect choice for a solid performance cruising boat.



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**Messe
Düsseldorf**

I knew I'd reached nirvana when I no longer cared how I looked on the outside or questioned how I felt on the inside. I have hopped onto a Moorings Powercat and am now in the trusting care of Captain Neil Bradshaw (a novel unto himself).

Beautifully nestled between Puerto Rico and the US Virgin Islands, both airport access points, the British Virgin Islands awaits both the novice boater to the most competitive of sailors, 24/7.

Every spring, the BVI is host to the Spring Regatta & Sailing Festival, presented by Nanny Cay, which celebrated its 40th anniversary in 2011, where more than 122 competing yachts enjoyed fantastic racing, professionally run courses, a family friendly regatta village, and—of course—killer parties. Thankfully, for many sailors, the BVI Spring Regatta is only one of a series of regattas that take place all over the Caribbean in the spring.

But that's not all that the BVIs have to

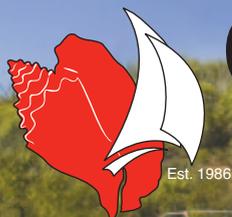
offer.

During my most recent visit, spectacular, yet specifically diverse, multi-star resorts presented themselves to us on a daily basis. So much luxury, so little time. It's day one and I already knew I was coming back for more.

Although only a five-mile ferry ride from Road Town, Tortola, the intimate yet unpretentious feeling you get when your feet are one with the beach - the perfect façade for this perfect hideaway call Cooper Island Beach Club, tucked neatly between Ginger and Salt Island - never leaves you.

Small, tastefully appointed beachfront cottages, complete with a small kitchen, including a gas stove, fridge/freezer and a small breakfast bar boasting all the basic necessities await you. The open concept inside extends outside to a covered porch, overlooking two cozy lounge chairs waiting to show you the sunset.

Here, you can do nothing but chill or



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THE **BVIS** RESORT TO HEAVEN

By Elizabeth A. Kerr

This is a very typical view from one of Guana Island's 20 Luxurious suites.

PHOTO CREDIT: Melody Wren

occupy every waking hour with activities on and around the island. In fact, right off the beach - your beach - even a novice snorkeler will discover several underwater creatures such as rays, eel, crabs and coral. On site Sail Caribbean Dive Shop will provide you whatever you need for your diving adventure.

The Cooper Island Beach Club has much to boast about, but perhaps the most significant initiative is the presence of the over ninety solar panels installed by locally based Alternative Energy Systems (AES). Today, these panels provide more than 75% of the resort's power. However, there are generators on site to create the balance, but plans to add a wind turbine to eliminate them altogether are in the works. Although, sadly, there are currently no renewable energy policies in the BVIS, Cooper Island Beach Club is definitely leading the way to inspire greener solutions here. But all this is taking place in the background.

By now, all of the suites will have been

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Approaching Cooper Island, keep your fingers crossed that this is your hillside villa for the next week...or so!



Richard Branson's Necker Belle, a 105-foot catamaran, competes in the 40th BVI Spring Regatta.

completely renovated in natural tones using natural fabrics and, of course, local talent, product and labour wherever possible.

If you want peace and quiet with the option of wild and crazy on demand, Cooper Island just may be the ticket.

www.cooperislandbeachclub.com

Although sorry to leave this picturesque spot, Biras Creek Resort, recognized as one of the top luxury destinations in the Caribbean awaited us. Once tucked into our individual ocean view villas, complete with tropical waffle-weave robes and private garden showers, the staff at the resort's Hilltop Restaurant was preparing for us today's four-course meal offering a unique combination of both Caribbean and European delights. Located at the highest point on the property, the restaurant and terrace bar, lit mostly by candles, provide breathtaking views of the North Sound and the Atlantic Ocean. Although the restaurant also serves breakfast, a freshly prepared BBQ lunch is served five days a week on the beach.

For the more active guests, there are hiking trails and bicycles to enable you to get

around the resort, while the Biras Spa offers a unique assortment of treatments such as body and facial treatments, wraps, massages, manicures, pedicures. Unwind with the Island Cooler, Biras Creek's signature treatment, which incorporates an invigorating salt scrub, freshly picked aloe, and a soothing body wrap and massage. Perhaps another visit here too!

If upscale pampering with a personal touch, surrounded by breathtaking 360° views is more your style, Biras Creek will not disappoint.

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But the choices are indeed endless and although I have a repertoire of many experiences to share, I would be remiss to exclude Guana Island - one of the few remaining privately-owned islands in this part of the world.

850 lush tropical acres. Seven white powder sand beaches. One untouched island. And only room for 32 guests at a time. Imagine waking up in your secluded elegantly-appointed villa to the gentle waves breaking and the flamingos diving for their

breakfast. There are only 20 villas on the island, all boasting five-star standards and brilliant sea views. However, if you must have a pool or a private beach, that, too, is possible.

But Guana is more than just an escape from the real world, it is a wildlife sanctuary with 50 species of birds and 14 species of reptiles and amphibians. Scientists say that Guana has "more flora and fauna than any island of its size yet studied in the Caribbean and possibly the world." Guana Island's restoration program has brought many extirpated species back to the BVIs.

Low-key luxury. Okay, I guess...but I will remember high-end excellence.

www.guana.com

For the past week, I've been surrounded by dogs, minerals, men and spices. What is wrong with this picture?

Nothing. Absolutely nothing! Nothing but the reality of my visit's end. 🐾

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THE
BRITISH
VIRGIN ISLANDS
NATURE'S LITTLE SECRETS

LAND OF Boats AND Beaches

By Mark Stevens

Photographs by Sharon Matthews-Stevens

An hour before we cast off the dock at English Harbour to bareboat Antigua, my wife heads into the little grocery store beside the Antigua Yacht Club at Falmouth Harbour for some last minute provisions.

My job is to pick up the Wadadli beer and a bottle of English Harbour rum.

You'd think that would be a no-brainer but I make the mistake of stopping just outside, beside a dockside café, at a bulletin board gracing the wall, tattered pieces of paper tacked to it, fluttering in the omnipresent Trade Winds.

I am smitten.

One slip of paper reads: "Jeanneau 49 - seeking crew, Antigua to Norway." Another one, ink faded, reads: "Crew needed to cross Atlantic via Azores." Yet a third advertises a traditional 1933 sloop for sail.

I pull myself away from my Walter Mitty fantasies and notice the docks, concrete monstrosities jabbing the water like lobster claws.

Falmouth is the Caribbean's answer to Cannes. Boats strain at the dock lines, sporting tenders bigger than my boat at home. A helicopter squats on the aft deck of one behemoth. It belongs to a Russian who owns

a soccer team in England.

I barely remember the liquid provisions.

Two days later we drop the hook of our Sunsail boat to do lunch off an unspeakably gorgeous beach named Frye's.

An ancient sugar mill crouches on shore; a strip of white sand divides aquamarine waters from deep green hills with an undulating horizon line punctuated by royal palms. The beach is empty.

Five days later, back on land, I'm driving north in a rental car along a gravel road through rolling meadows, past sudden

History abounds on Antigua, from the dockyard at English Harbour to this colonial structure in St. John's, the capital.

serendipitous views of the sea.

I register the motto on the license plate on the car ahead of me.

"Land of Sea and Sun."

It's a misnomer. They should call Antigua "Land of Boats and Beaches".

Consider this: Nelson's Dockyard in English Harbour was, at one time, headquarters of the Leeward Fleet of the Royal Navy, one of the chief maritime holdings in the



The downwind leg of the first race on the second day of Antigua Sailing Week, sheer grace and beauty on the water off Antigua's south coast.



These Canadian racers prepare to cast off from English Harbour's historic seawall for the running of Antigua Sailing Week.

Caribbean. They still hold a race here around New Year's - the Nelson Pursuit - where the slowest boat gets a head start and a French flag and the rest of the fleet chases it.

Or consider a sunny afternoon at the end of April.

It's the second day of Sailing Week, an event one photographer calls "the granddaddy of regattas."

Winds are 20 knots; the seas are lumpy.

The start line is southwest of Falmouth.

It is both battlefield spectacle and panoply of pomp and beauty. The sun paints the waters pewter. Whitecaps hiss. The fleet turns on the windward mark, marching toward you with the majesty of the Spanish Armada. One spinnaker sports the flag of Antigua on it.

Voluptuous mountains sporting pastel-painted villas gaze seaward at a procession of sails, a kaleidoscope on jeweled waters.

Antigua is the land of boats.

One day we go on one of those booze cruise catamaran trips.

We pass, in three hours, no less than four beaches that are so beautiful you know you're headed there when you die if you clean up your act.

"In Antigua you can hit a beach every day for a year without ever repeating yourself," says Erica Henry-Jackman of the Antigua-Barbuda Tourist Board.

Turner's Beach is a prime destination for visiting cruise ship passengers. Here an old man in dreadlocks hawks jewellery, a woman offers to braid your hair.

Dickenson Bay is the hot bed of beaches, home to Rex Halcyon Cove, Tradewinds and Sandals Antigua Caribbean Village and Spa. The closest beach to St. John's, it's not the place for solitude.

Jolly Beach offers great mountain views, incredible sunsets, a casino, extensive shopping and a number of dining options. At Hawksbill you can go for the all-over tan.

Deep Bay is a popular beach, while local Lisa Nicholson likes Pigeon Point near Falmouth.

Frye's or Darkwood on the lee coast are my favourites and I have a soft spot for Jabberwock in the north.

Then there's Barbuda's lee shore, a seventeen-kilometre stretch of pink coral sand devoid of buildings and people.

Not the best beach for people-watching but arguably one of the Caribbean's best.

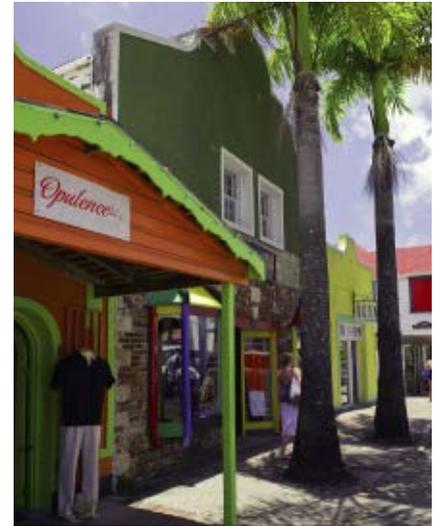
And that's barely a week's worth.

Land of boats. And beaches.

One day we stroll English Harbour, tour the museum, lounge in a bar beside a cobblestone walkway where two hundred years ago two officers fought a fatal duel. One day we sun in the shelter of the ruins of a fort. One day we explore narrow alleys where boutiques now occupy colonial storehouses and shops that are more than two hundred years old.

Boats, beaches and history.

One night we ascend to the slopes of Shirley Heights for a party that's been going on every Sunday but for two since 1981. Steel bands serenade the partiers gathered for



Not just a land of boats and beaches - or sea and sun - Antigua also offers great shopping at Redcliffe Quay.

dancing, food and one of the Caribbean's best sunsets. Grey smoke wafts from great black barrels cut in half - jury-rigged barbecues where jerk chicken, pork, fresh fish and lobster sizzle furiously. And when the sun goes down, the main stage comes to life.

Boats, beaches, history. And fun.

On our last day on the water, stretched out in the cockpit of our chartered sailboat, having just snorkeled in the lee of a gorgeous reef, populated by fish that would do any aquarium proud, I sip on a Wadadli beer and gaze at a perfect beach on Green Island, at the surrounding lime-green waters.

"Land of Sea and Sun," I say to my wife.

She looks up from her book. The non sequitur confuses her.

"The license plates. They should change the motto."

I raise my hand, tick off the island's features on my fingers.

"Know what they should put on their license plates?"

I pause, breathing deeply of the sea air. Sharon turns a page in her book. She doesn't answer.

"Land of sea, sun, boats, beaches, and history. And fun." 🐦



BERMUDA Shorts

By Mark Stevens

Photographs by

Sharon Matthews-Stevens

1. Red Dawn, Pink Beaches

The sun rises.

It climbs the blue ridges curved along the far reaches of Great Sound, it silhouettes an arched bridge leading to the Dockyard, a tourist attraction that boasts a craft market, boutiques, a glass-blowing demonstration, a stone fortress and cavorting dolphins who let you swim with them.

From our balcony at Cambridge Beaches Resort it feels like we have a ring-side seat for the dawn of creation. Just to our west is a small beach bathed in an incandescent red glow.

It's called Morning Beach.

On Bermuda's south coast we see another

beach, arcing gently, nuzzled by sapphire seas, dominated by surreal limestone towers carved by wind and waves. USA Today has ranked Horseshoe Bay Beach the best Valentine's Day beach for couples.

We choose a different beach. I pick up some sand. It's flecked with pink coral crystals: flesh-toned sand, downright sensuous.

It's more secluded than Horseshoe, prettier.

If I were a better person I'd tell you its name.

2. Isle Of Sail

When colonists first passed Bermuda on

their way to the settlement at Virginia in 1609 a storm came up and shipwrecked them. They all made it ashore and eventually arrived in Virginia. The next year Admiral Somers returned.

It's proof positive that this island named for a Portuguese sailor, once discovered, is irresistible.

It's also the first example of Bermuda's love affair with sail.

The ultimate waypoint of three ocean races: Marion-Bermuda, Charleston-Bermuda and Newport-Bermuda.

Above: Historic shops and high-end boutiques are characteristic of Hamilton, Bermuda's chief commercial centre.

Birthplace of the Bermuda sloop and home to weekly races of an indigenous boat called the fitted dinghy.

Not many rules here: boats are wood, 14'1" long and can't have any fiberglass or aluminum masts.

But it's what's allowed that makes for all the fun.

They are allowed as much sail as they can carry. And, during a race, they're allowed to lighten the load by dumping someone overboard.

Though he wasn't participating in these races, one world-class sailor went overboard early in October.

3. Going for the Gold

"Winds were spotty," says Talbot Wilson, director of PR for the Argo Gold Cup Regatta, hosted by the Royal Bermuda Yacht Club.

Wilson steers the runabout into the waves whipped into froth by twenty-knot winds.

Two boats - International One Designs - off our bow race one-on-one for the windward mark in the last race of the day, the last flight of the second last entry in the seven-event World Match Racing Tour.

"So the winds shift. Boom flies across. Mirsky goes into the water. But he gets hold of a spinnaker line. His crew gets him back aboard."

Wilson shakes his head. "And he wins the flight."

Back on shore display tents flap and flutter. Optis recline on the grass, part of the Family Sailing Festival.

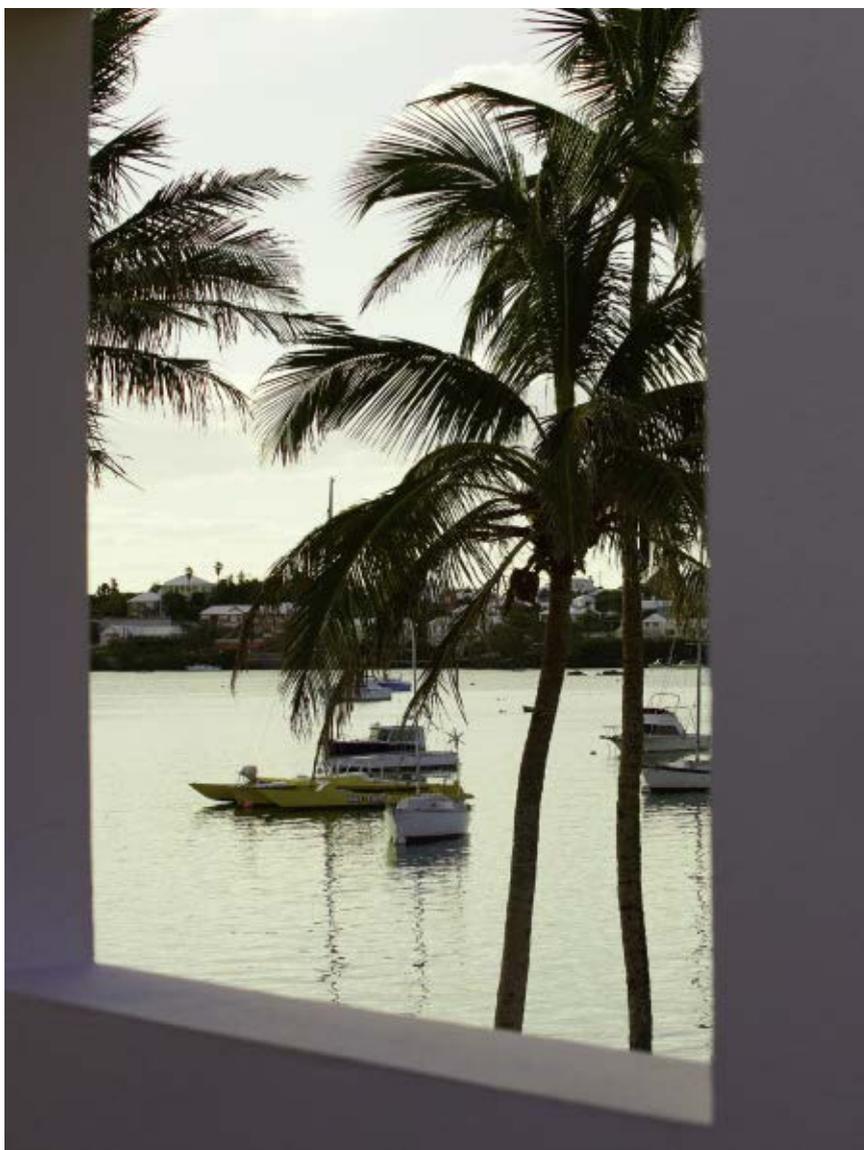
Out on the water, Australia's Torvar Mirsky and Johnnie Berntsson, a Swede, battle it out.

Mirsky wins the last flight, the King Edward VII Gold Cup, and the \$50,000 purse that's a highlight of this event that

The early morning sun casts a soft glow over Mangrove Bay beside the Cambridge Beaches Resort in Bermuda's west end.



Thrills, spills and even a collision are highlights of the last flights in the match-racing element of the Argo Gold Cup Regatta.





A bevy of pink beaches graces the south coast of Bermuda; the best known beach here is Horseshoe Bay.

hosts twenty-four of the world's best crews from seventeen countries.

No ordinary race, no ordinary sailors.

4. No Ordinary Sailor

Neither is 11-year-old Justin Vittecoq from Montreal.

In tandem with the match-racing events, the best young sailors from the countries represented there are invited down for the RenaissanceRe Junior Gold Cup. The fleet of Optis race daily for bragging rights and actually sail the same course as the IOD's for the finals.

Singular honour for Justin, but hardly his only one. He's the youngest racer here and the youngest to win the Canadian Nationals.

And he gets a great start in the finals, though winds are strong and gusty.

Nice job almost to the windward mark, but he loses ground and is in the middle of the pack when they round it. Reminds you of a flock of seagulls.

"I'm a better light wind sailor," he says philosophically. "Haven't done as well as I'd like."

He grins.

"But I still love the sailing. The

Bermudians find it really cold. Bermuda is nice and hot."

5. Welcoming Arms

It's also home to some of the world's most charming architecture.

The roofs here are like ivory, pure white, ridged.

"Limestone slabs cut into slates," explains Lenny Holder, our driver, when we stop beside one pristine specimen.

"White-washed, invisible gutters. The gutters catch rainwater," he says. "The white-wash purifies the water - it goes into a cistern."

The roofline also sports a scalloped pyramid. In the old days they stored perishables here. Now they're for show.

"No eaves, either," I say.

"Hurricanes. The winds can't get in and take off the roof."

Now we drive past a harbour dotted with cabin cruisers and sailboats. A cavalcade of colours decorates the homes climbing the surrounding hills.

"Rainbow hill," I say. Lennie laughs.

We pass another gorgeous house on our way to St. George's.

A gently curving staircase rises up from the garden in front of the turquoise facade, steps on the right, steps on the left. They

gradually narrow and join each other to form a tiny porch at a front door of Bermudian cedar.

"Welcoming arms stairway," says Lenny.

6. Bermuda Shorts

You step into history when you enter the Waterlot Inn. They've been serving food in this establishment for more than 430 years.

Highly polished plank floors lead over to wing chairs beside a massive fireplace. A waiter brings me a "Dark and Stormy" - an island concoction of ginger beer and black Gosling rum.

Heavy beams decorate the formal dining room downstairs. Half the men in here wear navy blazers.

"Locals come to propose, to celebrate graduations," says Jamahl Simmons, PR manager for the Fairmont Southampton, a gracious property that manages this establishment that's more English than England.

The restaurant manager strolls over to see how we're enjoying our meal.

I've just wolfed down the best filet mignon I've ever tasted.

The manager's tuxedo is impeccable but for one anomaly that startles me until I remember where we are.

His bottom half is graced by perfectly pressed jet black Bermuda Shorts. ✌



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Serious FUN



The horn signals the start of the Round-the-Island race in the 31st running of the Heineken Regatta.

Our boat incises the waters off Sint Maarten's south coast with the precision of a surgeon's scalpel.

On every side the white triangles of other boats decorate the horizon line; in the distance I can see the misty blue heights of Saba.

But our crew has no eyes for Saba, nor lust for sandy beaches, though there's a perfect one but half a nautical mile off the starboard beam, another one nearby that boasts a great sunset-watching bar.

Behind us in a staggered start because they ship spinnakers, another fleet of boats is a kaleidoscope of sails, a hot air balloon festival á la mer.

But only I have eyes for them. The other crew members keep their eyes cast upon the prize. They are deadly serious.

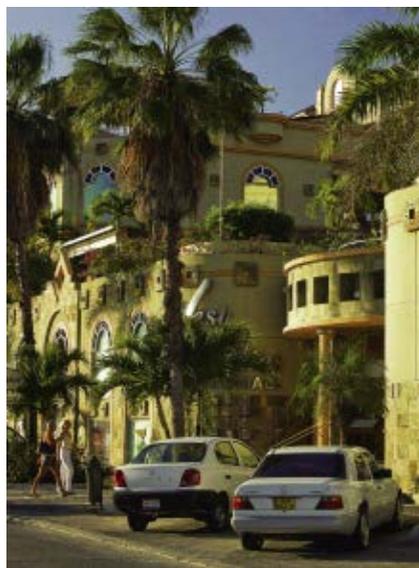
I am having fun.

Makes sense, this nautical oxymoron. For it is the guiding principle of the Heineken: Serious Fun.

I had fun last night. Serious fun.

*By Mark Stevens
Photographs by
Sharon Matthews-Stevens*

Surprising how easy those ubiquitous green cans of beer empty themselves. Surprising how the dancing spirit gets you when two hundred other people are out on the dance floor, spot-lit in green light, bass grooves from



Marigot, on the French side, is a great shopping destination. It's also the venue for one of the Heineken's biggest nightly parties.

The weather grows worse for the fleet rounding Sint Maarten in the Round-the-Island component of the Heineken.

the live Soca band like a snake that slithers up your legs and burrows into your stomach.

Every night is party night.

Last night the venue was the grounds of the Princess Port de Plaisance Resort and Casino. Tonight the streets of Phillipsburg will flood with crowds as inexorable as high tide; bands will take the stages.

"Let's get serious, people."

Mattie Jeffs' voice is sharp. The crew responds to the skipper's exhortation with alacrity. On the foredeck Don Sauer and his girlfriend Tracie Greven serve as human whisker poles since we aren't in the spinnaker class; since we, in the Bareboat class, race a Moorings 50, built for cruising not racing.

We fly to the first mark. A cacophony of sails approaches; voices raised in fear and anger waft across the white-washed waters. We round the mark and make for points north two boat lengths from our neighbour, three boat lengths from another competitor in our class and group, as evidenced by the

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Two Farr 40s battling it out in the 2011 Heineken Regatta
PHOTO CREDIT: www.heinekenregatta.com

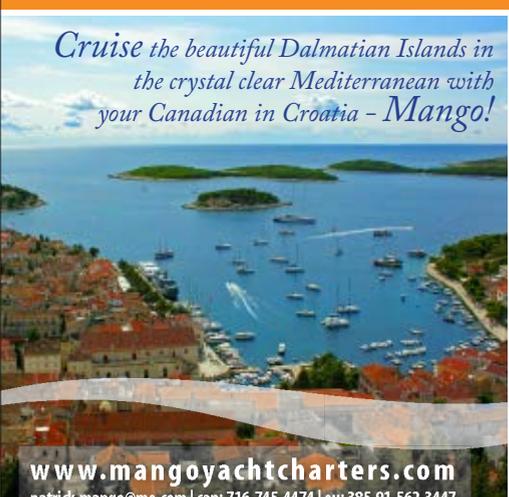


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flag flapping furiously from the backstay - a pennant that matches ours exactly.

The field opens up. The waters flatten. But winds are up.

I ponder new beaches - French ones now.

But my crewmates keep their eyes on the prize.

Hardly the only serious sailors here.

The Heineken (next year's regatta is the thirty-second) hosts the likes of Volvo Ocean Race veteran Mikey Joubert, Jan Dekker of America's Cup fame and world champion Peter Holmberg. Past participants have included the likes of Roy Disney and the late adventurer Steve Fossette.

Last year's entries included Gunboats like "Phaedo", a Carbon Ocean 82, a Rob Humphrey-designed fifty-four-footer.

Serious sailors, serious boats.

And serious competition as we round another mark.

Now we're beating upwind through Anguilla Passage. Now a line squall crouches over the hills where an ancient French fort frowns upon the town of Marigot.

Now our skipper, eyes narrowed in concentration, looks at the squall line. He scans the shoreline. He squints at another boat in our class. It's gaining and cuts into the lee of Marigot.

Jeffs turns the wheel hard to port and we tack violently, heading to the middle of the passage just as the squall hits. "High side," he yells. "High side."

The crew responds as one.

Jeffs confers with Sauer. "I hope this is the right move," he says.

I've got temporary blindness, rain lashing my face.

"Are we having fun yet?" I yell over the sudden gale.

But I don't need an answer.

Back in Canada these people are dedicated racers. Of course they're having fun.

J.T. Trueman, out of Bay of Quinte Yacht Club, has done the Heineken five or six times, he's raced in the Lake Ontario 300, he's even survived two Transats. Lana Washington calls herself a newbie, but she's J.T.'s partner and she races regularly at home. Kim Lander is an accomplished Shark racer. Jeffs is a veteran of LO 300's and lots of blue water sailing. Nathan Bresette raced dinghies when he was ten. He's "Sugar Cane's" Mr. Fixit. Tracie Greven sailed

dinghies when she was twelve and crews for her partner Don Sauer, a strong force on the Eastern Race Circuit and navigator for this trip. Tom Nelson calls himself a greenhorn but he's got years of powerboat experience, and the rest of the crew seems to have forgiven this particular shortcoming.

I am human ballast.

The storm passes but we've made the wrong call. Our closest competitor has velocity made good.

But we start catching up by the time we clear the French side and trim sails for a beam as the wind races up the channel between this island and a rust-coloured monstrosity called Tintamarre.

We round the mark. Head south, close-hauled past one of the most hedonistic and popular beaches on the twin-country island hard to starboard. The masts of cruising boats anchored just off Orient Beach are

clearly visible.

It's neck-and-neck now. We zip through the Hen and Chicks, sort of monolithic sculptures rising up like great beasts out of the sea.

The finish line is in sight.

It's us, then them. We gain, they gain. We harden sheets, they harden sheets.

We cross the finish line three boat-lengths ahead.

We cheer. We shake hands all round. Someone brings out fresh Heinekens.

"That was fun," says somebody.

"Serious fun," says somebody else.

We laugh together.

We moor the boat and snug her down. We hitchhike to shore. We make the journey by land to Phillipsburg.

Where tonight the streets will flood with crowds as inexorable as high tide; where bands will take the stages. ↵



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Gastronomic GRENADA

I would travel back to Grenada in a flash for fish Friday, the beaches and the food. Oh, and the people, and the crystal clear water – perfect for boating, snorkeling and scuba diving. Grenada and the sister islands of Carriacou and Petit Martinique are a boater's dream, with white sandy beaches, picturesque anchorages, safe harbours and friendly, seafaring people.

Located in the southeastern Caribbean just north of Trinidad and Venezuela, Grenada occupies 310 square kilometres. The lush tropical mountains boast an abundance of waterfalls creating a dramatic backdrop to the anchorage around the island.

Forty-five white sand beaches and nine black sand beaches ring the island. Grand Anse beach, the island's signature beach, stretches over three kilometres and is home to several resorts and luxury hotels. Grenada draws those who worship the sun and everything that comes with it – beaches, sports, hiking and Caribbean culture.

The island was a British colony for nearly 200 years before achieving independence in 1974. And one can understand the number of people who have abandoned England's pitiful climate for Grenada's tropi-

cal warmth. With a population of just 109,000, it is small enough to retain a modest, sociable atmosphere yet special enough to attract celebrities. The tourism industry in Grenada is small compared to other Caribbean islands, so thankfully it lacks the standard tourist traps. The local children, however, are taught from an early age about the importance of tourism, which might explain partially the friendly nature of the

St. George's harbour, the capital of Grenada.

locals that go the extra mile. They are open, knowledgeable, hospitable and genuinely interested in ensuring that visitors have a memorable time.

The Grenada Sailing Festival kicks off the Caribbean regatta season, which takes place January 27-31, 2012. Camper & Nicholson's, one of the oldest internationally recognized yachting business names is the title sponsor of the event, which will run from the compa-

*Story and Photographs
by Melody Wren*



Local drummers at 'Fish Friday' held most Fridays in the town of Guave. Was started as a community project after Hurricane Ivan (NOTE: photo by Patricia Gajo).



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Grand Anse Beach is the island's signature beach stretching over 3 km long.

ny's Port Louis Marina, Grenada's newest international class marina. The festival provides top quality racing for international yachts visiting the Caribbean for the winter as well as highly competitive crews based in the region. The ever-popular, four-day event is now in its 19th year. Follow the example of Christopher Columbus who sailed to Grenada in 1498; consider crewing on one of the many yachts entered.

For the less competitive spirit, however, you can happily discover Grenada through its many diverse eating venues.

Nearly every Friday evening, the north-western fishing village of Gouyave lets its hair down and turns over a street to host this popular weekly event. Established after hurricane Ivan in 2004 as a community project to generate income, the streets are filled with stalls selling lobster, shrimp kebabs, fish pizza, grilled marlin with a side of pumpkin and carrots, local rum and beer with local steel pan drummers entertaining you in the background. This event was never designed for tourists, but plenty go. You see 'real Grenada'. No frills, but meticulously clean and wonderfully welcoming like a little town winding down for the weekend. The street is narrow and uneven,

and there is not always seating for all, so get friendly, and share a table.

If you are looking for a hands-on cooking 'local fare' experience, visit the Maca Bana Villas, in Point Salines. Learn how to prepare a meal, such as Callaloo soup, pan-fried grouper and locally grown sweet potatoes and stay for lunch at the Aquarium Restaurant, part of the Maca Bana resort.

The Vastra Banker at Le Phare Bleu Marine and Resort is a lighthouse ship from 1900. Its recently imported British chef has a special flare with local vegetables, fruits

and spices. For high tea, visit Spice Island Beach Resort, on Grand Anse Beach.

Spices play a key role in the bustling, noisy market in Grenada's capital, St. George's. The colourful stalls are crammed together, and particularly busy on Friday and Saturday mornings, the main market days. The vendors are friendly and will even offer cooking suggestions if you ask. Apparently, Martha Stewart has been known to pick up a few tips here.

For the chocolate lovers among us, a visit to Dougalston Spice Estate is a must. The historic cocoa-processing station makes this estate well worth a stop. The main wooden building, known as the boucan, has displays of cocoa and spices. Beneath the boucan are large cocoa-drying trays that are pushed out manually along iron rails to allow the cocoa to dry naturally in the sun. You can also see the wooden fermentation bins used for the first stage of the cocoa process. The historic cocoa-processing station makes this estate well worth a stop.

But Grenada is more than a mecca for foodies. 🗺️

www.melodywren.com



To walk off all the gastronomic delights that Grenada has to offer, why not take a hike to Seven Sisters Waterfall with Telfor Bedeau, a 72-year-old guide who hikes about 20,800 kilometres every year.

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THERE'S BEEN LOTS of talk about electric boats recently, but few examples are actually out on the market. So far, the battery technology for large-scale applications seems to us to be a significant environmental consideration. I suspect that the carbon footprint of a big lithium-ion battery bank might totally negate the energy savings of the electric engine.

Then, on September 28th 2011, a company called BionX introduced its own electric boat. There is some very interesting thinking behind it, but the size and scale is in the dinghy range, not the cruiser range. After considerable media hoopla and a lot of effort from a professional public relations firm to gather a group of journalists at the

By Andy Adams

Boulevard Club in Toronto, BionX introduced a 12-foot pedal boat.

You might wonder why we are writing about it at all. This is hardly the type of vessel *Canadian Yachting* readers are likely to be searching for, but let's not be too quick to dismiss this.

Most 'big' boat owners also have a 'little' boat. The value in having a little boat, like a dinghy, is to get around the marina, yacht club, or for boat to boat visiting at your favourite anchorage. If that is how you use your little boat, you may not need a 9.9, let alone a personal watercraft with over 200 HP!

In fact, a chance to get some exercise might be a better idea! BionX has introduced the SeaScape 12, powered by BionX International Corporation who make a very successful small horsepower electric motor that has been used effectively in bicycles. But, more on that in a minute.

The SeaScape 12 is a catamaran-style hull design that seats two plus two in the front. It is 12' long, 6'1" wide and weighs 485 lb., including batteries. In the back of each hull is a regular (and easily replaced or recycled) 12-volt, deep cycle, marine battery, making up a 24-volt power source to operate the electric motor; the manufacturer claims the boat can reach 5 knots.

But, that isn't the point. The point is that you pedal the boat and you get help



Enchanted islands: 32.



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Meet the SeaScape 12, the electric peddle-boat introduced by BionX International at the Boulevard Club in Toronto on September 27. With a pair of 12 V batteries powering the electric engine, you can get some exercise, get around your marina or yacht and reach up to 5 knots in silence, pollution-free.



Fellow Canadian Yachting team member, Greg Nicoll was understandably enthusiastic about this great folding bicycle that's equipped with the BionX electric motor, battery and computer controls.

when you want it.

A submarine-style propeller and rudder mounted on a tiller and tilt mechanism is connected to the pedal sets (which can work independently) and the engine thrust is managed through an electronic controller.

This multi-function console improves ride and comfort with a variety of available settings. You can easily power on or off, control the speed by varying the assist

level, monitor the battery levels and more. The console is removable and has a keylock function for the overall system.

In all, there are three different driving modes and support levels. You can peddle it alone or with someone else and/or you can select different support levels. Choose a little bit of help or maximum help for top speed or to travel against the winds (or somewhere in between).

Even with the steering and propeller module raised for shallow water conditions, you still maintain the ability to steer to help you manoeuvre without damaging the prop.

In actual use, the benefit to this is to

overcome waves or weather and to supplement your own abilities, as needed or wanted. The pair of 12-volt, deep cycle marine batteries gives a 24-volt power cycle source that can last up to 8 hours.

You and up to three people can get around the marina peacefully and with



Photo Credit: Courtesy of SunSail

Sailing: wow!

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Fitness is a big part of it for Fred Gingl, chief executive officer of BionX International Corporation. BionX got started by producing electric motors for bicycles. The engines are made in Canada and at the presentation we learned that this company reached \$100,000,000 in sales last year, selling almost 100,000 electric bicycles last year ranging from \$800 to \$2,000 and more. BionX is owned by Fred Gingl, in partnership with Frank Stronach, his former boss at Magna International Inc., who is the controlling shareholder of BionX.

"We always wanted to find a strategy that could use automotive technology in non-automotive products," Gingl said of what he and Stronach are trying to accomplish with BionX.

The company will begin manufacturing the pedal boats in Austria next month, however production will be shifted to Canada next year. I spoke to Fred and he was emphatic about the importance of manufacturing jobs in Canada. He also saw a fairly large market for the SeaScape 12 here. The SeaScape12 pedal boats will be priced at \$6,500.

"In Europe, even more so than here, you have a lot of lakes nowadays that no longer permit a combustion engine," Gingl said. That is a trend we see in Quebec and some other parts of Canada as well.

I can see the appeal of a SeaScape 12 for gentle cruising around the marina or the shoreline in silence with your sweetie. It's charming.

However, the BionX bicycles also caught my eye. They had a great looking, folding bike with a BionX electric engine and carrier-mounted battery. The battery is a high tech model from Sony and, basically, it has a computer-controlled charge/discharge program. When you pedal, you can go it alone, or add in the assist at one of four different levels; the battery runs the electric engine to seamlessly 'boost' your effort or speed.

It's as though you suddenly gained Lance Armstrong's strength and endurance!

Coast and you re-charge. You can even use the engine to slow your speed down on a steep grade.

While I like the SeaScape 12 boat, I also like the idea of a pair of BionX bikes that stow easily onboard and can take you from the marina into town, shopping, dining and sightseeing with far less effort than a regular bike while getting as much exercise as you want. It's freedom without taxis.

This is the kind of environmental progress I like to see; it's practical, beneficial to your health, and great fun. 🐾

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CYA – Countdown to London 2012



NIKOLA GIRKE, a two-time Canadian Olympian, is among the few athletes who have made the transition from one sport discipline to another and has competed in two different events at the Olympic Games.

At the 2004 Athens Olympic Games, Nikola crewed on the two-person 470

sailboat, finishing 13th overall. In 2005, Nikola switched disciplines, to RSX windsurfing, launching another Olympic campaign for Beijing 2008. A respectable 17th place finish at the 2008 Olympic Games inspired Nikola to continue her

Nikola began sailing at the Eagle Harbour Yacht Club at the age of nine. She was a sailor all through her youth, sailing and competing on a two-person dinghy. After high school, she and her sailing partner went their separate ways.

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pursuit of bringing home an Olympic Medal for Canada at the London 2012 Olympic Games in women's windsurfing. Here's a little more on Canada's windsurfing sweetheart.

That is when Nikola took an interest in windsurfing. "I saw the windsurfers with their colourful sails zipping across the bay on windy days...and that was it. I wanted to be a windsurfer."

After Nikola completed her university degree in Kinesiology from UBC, she wasn't quite ready to settle into a career so escaped to Maui to windsurf for over a year. Upon her return to Vancouver, she was approached by former Canadian Olympic Sailing Team member Jen Provan to campaign in the 470 boat for the 2004 Athens Olympics. This decision steered the next three years of Nikola's sailing career. After qualifying and placing 13th at the 2004 Athens Olympics, Girke made the decision to transition back to her passion of windsurfing and pursue a campaign in the RSX.

Nikola reflects on the transition. "Switching disciplines from crewing on a 470 to Olympic Windsurfing was a very daunting and humbling experience. I lost most of my support from my federation and sponsors and felt as though no one believed in me and my abilities.

I went from top 10 in the world in the 470 to tail end Charlie in the windsurfing fleet. Definitely a tough one to swallow." Fortunately Nikola persevered and made it to the 2008 Olympic Games in Beijing, placing 17th after only three years sailing RSX.

Her busy training and competitive schedule keeps Nikola away from her hometown of Vancouver for up to seven months of the year. "It's not always easy going back and forth, always having to deal with jet lag, but I do try to find balance in my busy life", she ponders. When not on the water or tied up organizing her campaign, she's at the gym, biking, doing some yoga, with friends, gardening or fixing up a classic VW bus.

"I guess I've learned that success comes with a whole lot of hard work - if it were easy, everyone would do it. There are a lot of sacrifices one makes in order

to fulfil a dream like mine; along with the hard work, it takes dedication, determination and funding. The struggles and accomplishments are all part of the journey that shape who you become."

Through lots of hard work, good results and increased funding support, Nikola has proven that she is someone to be reckoned with competing against women from around the world who have been sailing RSX for decades.

Nikola continues to rise to the challenge and has demonstrated she is a real threat to those vying for a world championship and/or an Olympic medals. She most recently finished 9th at the Olympic test event in Weymouth and was one of only four competitors to win a race. Nikola still has a few hurdles to go before she can claim her 3rd Olympic venture, most importantly, securing a spot as Canada's representative in the



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women's RSX class at the 2012 Games. Her first opportunity will be this December at the ISAF World Championships in Perth, Australia. If Girke is top Canadian in the top 10 at this event, she will qualify for the Games. "The past Olympics were great experiences, but my ultimate goal is to win a medal at the London 2012 Olympic Games".

Nikola has been honoured for her sailing achievements as 'CYA's Female Sailor of the Year' three times during the course of her sailing career. "I think my story has proven that one can achieve whatever one sets their mind to and that

making the Olympic team twice in two different disciplines can be done against many odds. I followed my heart, set high goals for myself and followed my dreams."

Everyone has dreams, but one must take risks and sacrifices when trying to achieve that dream. During this journey, I found my motto: DARE TO DREAM, DARE TO ACHIEVE, DARE TO SUCCEED. I believe my motto works for anything and could work for everyone."

www.nikolagirke.com

<https://twitter.com/#!/NikGoing4Gold>

Small Efforts Get Big Engine Room Cleaning Results

By Andy Adams

PUTTING YOUR boat away with a clean engine room and bilge at the end of the season is extremely important.

A coating of oil, or a mixture of oil and fuel, will dry out over the winter and cake onto all of the bilge systems, fasteners and mechanical equipment that it touches. Then, over the winter, the storage wrap traps the oil fumes giving it months to permeate every part of your boat. It also makes the bilge a lot harder to clean out in the spring, but spring is a time when a clean bilge has particular value.

Next season when the boat first gets running again, if you have a loose fitting that drips fuel, a gasket that's starting to sweat oil, or something that didn't get properly tightened, a clean bilge will show the telltale signs of future mechanical problems.

Most major marine cleaner companies have effective bilge cleaning products. We checked out Captain Phab, Starbrite, Natural Marine, West Marine, Shurhold, Yacht Shine but there are more.

There was, however, one particular product that we wanted to try out ourselves. It's called Micro50 Cleaner and Degreaser and we were intrigued to learn that the approach this product takes to cleaning the bilge; it uses microbes capable of degrading hydrocarbons – they actually eat the oil.

Once you get over the idea that anything could actually eat oil, this concept starts to be quite attractive. Literally billions of microorganisms come in every bottle. Mix them with water prior to use. Then, the dehydrated microorganisms

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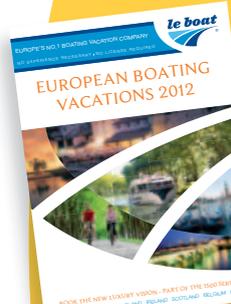
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reactivate. An international company called Novozymes produces microbial strains capable of degrading various substances including hydrocarbons. The particular strain in Micro50 is able to organically digest hydrocarbons and converts the hydrocarbons (the oil in your bilge) into oxygen and water that is then released back into the environment.

Micro50 has both TerraChoice and EcoLogo designations. TerraChoice has led the development and adoption of sustainable product standards in Canada and its EcoLogo program is one of the most credible eco-labels in the world. The TerraChoice organization was recently purchased by the independent, not-for-profit ULC Standards (Underwriters Laboratories) as part of its UL Environment program of "green" EcoLogo certification for all of North America.

This seems like a solid foundation for a product used around the water.

So, what we're saying is that Micro50 actually eats the oil and turns it into oxygen and water. When the food source is exhausted – because your bilge is now sparkling clean – they run out of food and die.



Earlier in the day, we had mixed up a batch of Micro 50 in a small plastic pressure sprayer. We liberally soaked the dirty areas.



This is the bilge area down the keel of an older twin-engine cabin cruiser. A little bit of blue coloured oil has been accidentally spilled on the step pad in the centre. You can easily see the black, caked-on grease and oil by the bilge pump and down the keel underneath the step pad.

If you're thinking that this sounds too good to be true, you're in for a surprise. We wanted to try this out in the real world, so we turned to our friends at Bay Port Yachting Center in Midland, Ontario. They brought a 1980's twin-engine cabin cruiser out of storage for us. We opened up the centre engine hatch and were not at all surprised to find caked-on grease and oil, plus a little puddle of fresh engine oil that had been spilled in the bilge.

To test this, we made up a mixture of 1 part Micro50 and 5 parts water and put it into a pressure sprayer. We liberally soaked down all of the dirty, oily areas and the puddle of spilled oil.

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We expected that the solution would have to be left in contact with the oil for an extended period of time for it to work, but to our surprise, the freshly spilled oil started to break up immediately.

We used a scrub brush on the caked-on grease near the bilge pump to speed up the process. After only an hour, we used a medium pressure hose to spray off the areas we had treated. There is also a phosphate-free surfactant (cleaner) in the Micro50 line of products for stains and dirt the microorganisms don't eat.

In the boat bilge, the hose left the surface visibly clean, even in places a scrub brush might not reach. At first, the water mixed with the Micro50 made a dark puddle in the bilge, but a short time later, the water was nearly clear; that was a real surprise to us.

We started getting carried away with our success. We sprayed it on the black scum line on the Boston Whaler next to us. The Whaler had a two-inch black hydrocarbon stain all the way around it from oil and exhaust scum from being moored all summer. A fast spray of Micro50 and the black scum line started to run down the hull in dark streaks. With just a little bit of scrubbing, we were able to hose the hull off clean almost immediately.

Micro50 does not remove the lime

The way Micro 50 works, you could just spray it in and leave it, but for a good job in a short space of time, we used a little boat brush to give it a scrub. You probably know from cleaning your own boat that it's very difficult to get into the cracks and crevices around fittings and hoses.



Compare this to the first photo. In less than two hours and with very little effort, the oil spill and the caked-on grease and oil have broken up and you can see a little bit of clear water at the bottom of the photograph. The microbes have literally eaten the hydrocarbons.

staining from the water, but it got the hydrocarbons it was designed to attack.

The demonstration was both impressive and convincing. I learned later that the product was really developed for oil spill remediation and "first responders" like the fire department use this to spray the spilled diesel fuel after a truck accident.

If you use care, you can clean spilled oil off concrete, your driveway and most other solid surfaces, too.

If you are a boater who has to fill up using a jerry can, a bit of spilled gasoline and the gas smell can be quickly broken down if you spray on some Micro50.

Putting your boat away with a clean bilge is certainly a good idea and while any of the good quality bilge cleaners will do the job, we were taken with the visible effectiveness of Micro50. 🐛

The Galley Guys in Chester: Making Julia Proud!

By Galley Guy Greg Nicoll with
Andy Adams and John Armstrong

CHESTER RACE WEEK. What more can a Galley Guy say? Lots of boats. Top notch race committee work. Full on competitive racing. Fantastic people. Too much wind. Not enough wind. Mega rain. Hot and steamy weather. Spectacular scenery. Fun parties. Lots of handshakes. Big-time hugs. And a non-stop supply of Goslings dark rum in a concoction called Dark & Stormies (note the use the plural form). Old friends. New friends. First-time stories. Stories that you may have heard once or twice before. And a hundred more great reasons to keep coming back to this annual regatta that dates back to 1856, reported to have been attended by 3,000 people who participated in a parade, amusements, and land races, as well as the sea races.

Chester, Nova Scotia is a jewel, located approximately 45 minutes south of Halifax on Mahone Bay. This most picturesque village, with its dress shops, artisan studios, and the usual touristy traps, also has many fine dining spots, including – for people who are connected (i.e., read “local knowledge”) – some fantastic rustic and often seasonal “by-the sea restaurants”. One afternoon in the cozy confines of the Seaside Shanty Restaurant (in Chester Basin), while devouring what might be considered the best seafood chowder ever with our new Chester friends, Jim and Dudley Grove, we got



A very proud Galley Guy serving up the beautifully presented Lobster Thermidor

down to business. The business of lobster. The Galley Guys came to Chester for lobster. The Groves are Americans who summer here. Jim, who has vacationed here since he was a small lad offered to prepare a special lobster dinner in honour of the Galley Guys and a few tired and hungry Chester Race Week competitors.

Lobster cooking needs space; most boats aren't set up nor come equipped with the massive lobster pot required, so we prepared an on-shore feast. In Jim's 60 or so years on the bay, he has had his share of lobster and, as is his custom, the meal preparation begins with a drive to meet his old buddy Danny Shatford, proprietor of Shatford's Lobster Pound, just down the road in Hubbards, to personally select each specimen.

Our first meal plan dilemma centred around whether to use a linen table cloth

or layered newspapers. I think, if my memory serves me well, it was over an excellent bowl of steamed mussels that we decided on linen and with this more elaborate setting, we upgraded to an even more elegant meal – Lobster Thermidor. The traditional steaming of lobster with all its hammering, cracking and ripping can be messy. Whereas thermidor, according to Jim, “takes four times as long to prepare but tastes twice as good”, and is eaten with a fork and a spoon along with some crusty fresh French bread. I should note here that when in Chester, stop by Julien's Patisserie, Bakery and Cafe for some of this bread; it's nearly worth the trip itself.

The preparations that consumed a few



Co-chef and Galley Guy Greg interviewing fellow co-chef and host Jim Grove with a microphone that looks quite like a whisk.

hours included story-telling, cold beers and reminiscing of many years of East Coast feasts, all of which made the time fly by. Our ten fine-looking crustaceans were steamed for about nine minutes (just enough to set the meat) then cooled and split in half. I found that a strong chef's knife was good for the belly cut of the lobster but I used kitchen shears to make a clean cut of the stronger top side

of the shell. The tail meat was removed; the claws and knuckles were cracked and cleaned of their meat. The lobster meat was then placed in a pot with a cream sauce, shallots, butter, brandy and hot smoked paprika and simmered until thickened. Whatever didn't fit in the shells for dinner was saved for a rich lobster stew the next day.

What makes lobster thermidor so special is the presentation. The sauce and lobster meat are put back into the cleaned, red half-shells and broiled for 3-4 minutes until just brown on top. All eyes at the table sparkled and glasses were raised as the chefs delivered the platter of lobsters to the table. The meal was complemented with fresh vegetables and greens from the local farmers market and several bottles of icy Veuve Clicquot.

The eight guest friends that gathered

for the feast on this beautiful August night overlooking the Back Harbor raved about the evening's fare, talked about the day's racing, the next day's weather and how fortunate we all were to be in Chester, Nova Scotia on this starry night.

The eclectic gathering of diners could itself be worthy of a story: hosts Jim and Dudley summer in Chester and ply the waters of the Bahamas in the winter; Chief Race Judge Kathy Dyer and hubby, Colin Jacobs, the amazing volunteer and our race secretary from the Royal Hamilton Yacht Club; local racers Christie (Chester potter extraordinaire) and David (the furniture maker in Chester) Chaplin-Saunders; racer and Royal Canadian Air Force helicopter pilot Captain Eric Hill (and skipper of the Sail Training Vessel Tuna) along with his racer wife Angie, owner of the very stylish ladies fashion store in Chester; Katie



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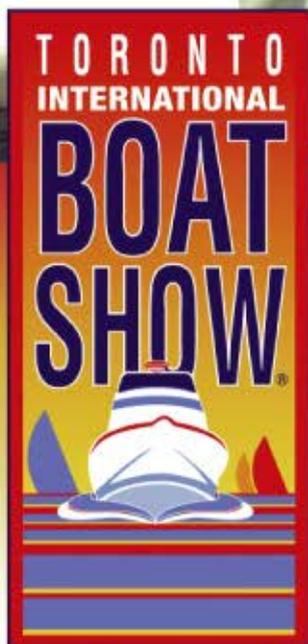
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A man is sitting on the edge of a white bathtub in a shower. He is wearing a white sailor's cap with a blue stripe and a white life preserver with red straps around his neck. He is holding a small red and white toy sailboat in his right hand. The shower has a silver showerhead and a faucet. The background is white tiled walls.

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Goderich 35	2002	\$179,000	CS 27	2 FROM	\$13,900
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Mirage 35	2 FROM	\$49,000	C&C 27	1973	\$14,900
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Aloha 34	1981	\$44,000	Hughes 26	1978	\$13,900
CS 34	1991	\$79,900	Tanzer 26	1983	\$6,000
J34	1985	\$29,500	C&C Redline 25	1975	\$7,500
Hunter 34	1984	\$46,900	Catalina 25	1980	\$9,500
C&C 33 MKII	1985	\$45,900	C&C 25MK II	2 FROM	\$12,900
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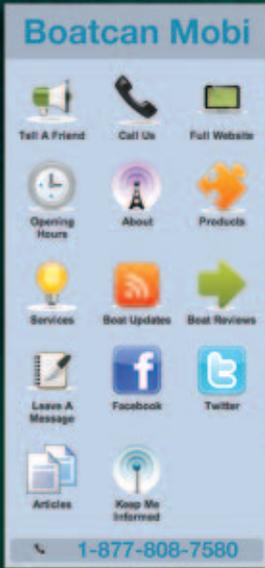
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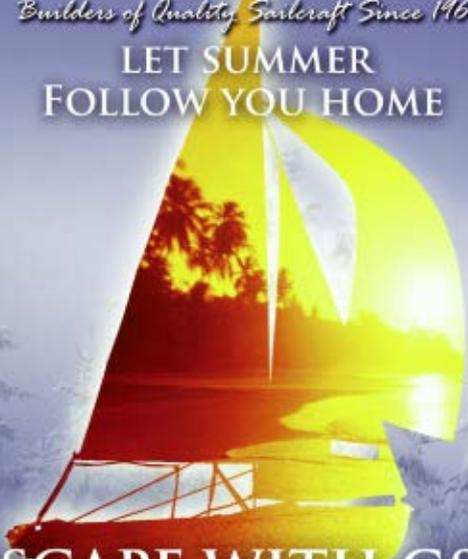
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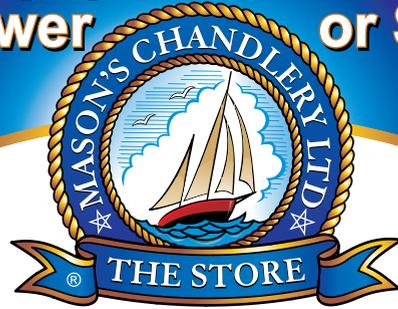


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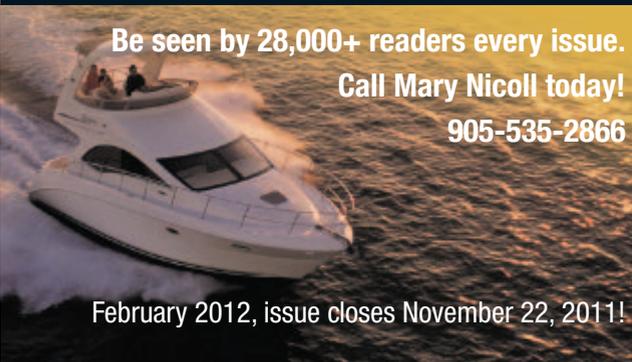
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Dame Patterson, A Dynasty Indeed

By John Morris

BEGINNING in the early 60s, Marjorie Patterson emerged as a key player in the Toronto and Lake Ontario racing arena. Commodore David Howard of the RCYC says it could be late 50s! Over the intervening years she has managed to become increasingly involved to the point that anyone who has hoisted a jib in the area has been part of her domain. She's done results and officiated on committee boats for every banner organization including LYRA, LORC and many, if not most of the clubs on the lake from Oswego to Hamilton.

Along the way, she has put in countless hours. I can recall her camping overnight at the Leslie Street Spit lighthouse in order to finish a long distance race. And all this was done in the days when RC work was on a volunteer basis!

It's kind of astounding; racing, in one of the most important sailing centres in North America, home to internationally important figures in the world of sail like Paul Henderson and George Cuthbertson, has been so impacted by one woman. Consider this – Marjorie does not sail let alone race herself and has rarely even been aboard a sailboat. Nonetheless, Marjorie Patterson is the first person most people picture on a committee boat.

She has a cadre of those who love her for her commitment; she has also had her share of detractors – Marjorie is no

shrinking violet and speaks her mind passionately. Larger than life, opinionated, controversial? There are lots of adjectives, but I tend towards 'unique.'



This unusual dynasty began simply. Marjorie was working in the accounting department of an insurance company and had joined Boulevard Club to learn to sail. According to Marjorie, that sailing education plan was stalled so when her boss at the insurance company, Gene Sorsoleil shanghaied her to take notes on an RCYC committee boat, she embraced the opportunity as a means to get more involved in sailing. She found herself the only "lady" on the Royal Canadian Yacht Club's Elsie D after wives and sweethearts had presumably been banned to ensure complete seriousness on board

The sailing never happened but in the intervening decades she has likely logged more committee boat miles than anyone but Ted Chisholm or his ilk of pro RC hands. Completely self-taught ("I've read the rulebook," she assures me), she became a devotee of proper application of sailing law. David Howard reveres her "sense of enforcement of the rules, in the day when transgression meant DSQ."

She has received recognition, honorary memberships and all manner of accolades for her dogged devotion. The Lake Yacht Racing Association, which regards itself as the oldest such organization on the continent honoured her with the Blake Van Winkle Trophy for volunteerism in 1984.

Marjorie was in charge back in the boom days of racing, when Toronto clubs attracted 400 boats out for regattas. Almost 50 years after she first picked up her race recording clipboard, she still shows up annually at the epicentre of Toronto's (old school) sailing world, still running the Spring Thaw Luncheon, never replaced or budged from her regal position of authority.

For the rest of the world, sailors are those handsome rugged dudes and striking women in Nautica ads. In the real world it's a spectrum of wildly enthusiastic and often eccentric individuals. That would be Marjorie Patterson. 🍷



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