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Vantage Point

By Andy Adams

What A Summer!

As I write this on June 10th, it is nearly dark and yet the mercury is still showing 29 C at the end of a simply fabulous summer's day.

I'm hoping you got your boat ready to go early this year because the summer of 2012 started way ahead of normal and it just keeps getting better and better.

Speaking of getting better and better, our team at Canadian Yachting has grown again and in coming issues, you can expect to see continuing refinements to our magazine and web sites as we invest in ways to better serve your love of boats and boating. You have to admit, we are blessed in Canada with perhaps the world's best recreational boating.

With their new majority however, the Harper government tabled a very aggressive federal budget featuring a wide range of program and personnel cuts. One of the areas targeted was Parks Canada including their budget for operating the Trent Severn and Rideau systems. These are among the best small boat cruising grounds imaginable with a remarkable series of locks giving access to hundreds of miles of beautiful lakes and rivers passing through historic and picturesque rural Ontario. It's gorgeous....it's unique and it's known around the world among cruising boaters as part of The Great Loop.

The proposed cutbacks would have closed the locks early, curtailing boating and therefore tourism to many locations. Visitors and cruising cottagers are very important economically to the businesses all along the Trent Severn and Rideau waterways. And, Parks Canada operates all the locks and canals on federal land so the potential impact is far larger than just the Trent or Rideau.

The industry was shocked and public outcry mounted fast.

Luckily, before any real economic damage occurred, the Honourable Peter Kent, Canada's Minister of the Environment and Minister responsible for Parks Canada, indicated in a statement that the length of the 2012 operating season at Canada's canals will remain unchanged to give communities, visitors and businesses enough time to make adjustments to the reduced navigation season.

Under the proposed 2012 Federal Budget, Parks Canada had said it planned to adjust the duration of operating season and hours of operation at national parks, canals and national historic sites when tourism demand is lowest. For canals, this meant Parks Canada would be aligning its seasons, hours of operation and service "to better reflect patterns of visitation".

So, good news for 2012, but potentially bad news for 2013 and beyond. As you see above, the government is saying they will align their seasons and hours of operation to better reflect patterns of visitation but guess what?

Cutting the hours or even suggesting you will cut those services will cause tourists to change their plans and go somewhere else. It becomes a self-fulfilling prophesy!

Cut the hours and services, drive boaters away and like magic, you get reduced boat traffic. So, you will be pleased to hear that the National Marine Manufacturers Association, NMMA Canada has for the first time, gathered a significant group of leaders and stakeholders from the Canadian recreational boating industry to travel to Parliament Hill for face-to-face dialogue with Parliamentarians.

It was the first-ever Recreational Boating Day on the Hill to advocate on behalf of the industry's more than 100,000 Canadian marine industry workers and Canada's 10 million recreational boaters.

NMMA Canada collaborated with Global Public Affairs, a Canadian government relations and lobbying organization, to organize the day and to ensure that recreational boating got a substantial hearing among important government figures.

The Day on the Hill communicated to Parliamentarians the significance of the boating industry's approximate \$15.6 billion economic impact on the Canadian economy. This includes a \$5 billion dollar (est.) economic impact that boating has on Canada's national tourism sector.

So, cross your fingers and hope that together, we can help the government realize the importance and the value of boating in Canada. For now, we wish you safe boating and a great 2012!



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Cover: Star sailors Richard Clarke and Tyler Bjorn are Canada's medal hopefuls at the 2012 Games this summer. Read all about the Canadian Sailing Team, Canada's Olympic and Paralympic sailors starting on page 60.

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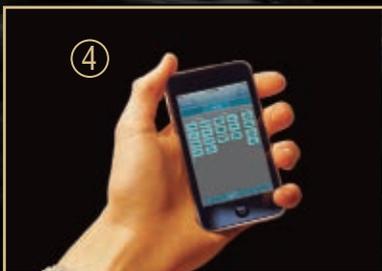




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Sailing the FJORDS of NORWAY

ABOARD DISTANT SHORES II

By Sheryl and Paul Shard

➤ Aerial view of Aurlandsfjord, a branch of Sognefjord, in the evening.

NORWAY AND ITS FJORDS HAVE ALWAYS HELD AN APPEAL FOR PAUL AND ME NOT JUST FOR THE EXTREME NATURAL BEAUTY BUT BECAUSE NORWAY'S FJORDS HELPED SHAPE ONE OF THE GREATEST GROUP OF SEAFARERS IN HISTORY, THE VIKINGS, WHOSE HISTORY FASCINATES US. THE OPPORTUNITY TO TAKE OUR OWN BOAT TO NORWAY AND SAIL IN THE FJORDS ON THE WEST COAST AFTER VISITING SCOTLAND LAST SUMMER WAS IRRESISTIBLE. WE HAD TO GO.

Fjords are basically long narrow inlets from the sea. They make land travel difficult since they deeply penetrate the coast making them hard to get around; in Norway most fjords have enormously tall cliff sides, often many hundred of metres high, so they are hard to cross. This forced the coastal people of Norway, a harsh mountainous land, to take to the sea as a way to travel and trade and also to harvest its bounty. He who ruled the coastal sea route—the Northern Way or “Norway”—ruled the ▶

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land. We wanted to see it for ourselves.

The sailing season in Norway is pretty short, just 6-8 weeks in June and July, so we had been pushing hard to get there from England via Ireland and Scotland to do some

exploring and then get south again before the season closed in.

Our first hurdle was crossing the North Sea from Scotland. The North Sea is notorious for bad weather and since it's shallow, it can kick up nasty

seas to boot. But if we waited too long for good conditions to cross we'd be cutting short our time there. The North Sea is also festooned with oil platforms so looking at the chart it appeared that planning our route to cross it would be a slalom course around the rigs. However, we were game and somewhat curious too—new navigational challenges!

We had sailed to the far north of Scotland to the Shetland Islands (more on the Shetland and Orkney Isles on the return voyage next issue) where in late June we jumped off from the Muckle Flugga light at 60° 51'N 0°53'W, the most northern point of the United Kingdom, to sail overnight 195nm to the Marstein light at 60° 8'N 5° 4.5'E on the west coast of Norway. The Marstein light marks the entrance to the fjord leading into the major port of Bergen.

My fears about the North Sea quickly subsided as we experienced one of the best night passages ever. First, at this latitude it never gets dark at this time of year! Getting up for my 0200—0600 watch was a breeze with daylight. Even on Paul's watch at midnight, he had twilight and could easily see all the North Sea oil rigs we were passing en route over Halibut Bank, Bressay East Ground, and Viking Bank. They are brilliantly lit and can be seen from miles away.

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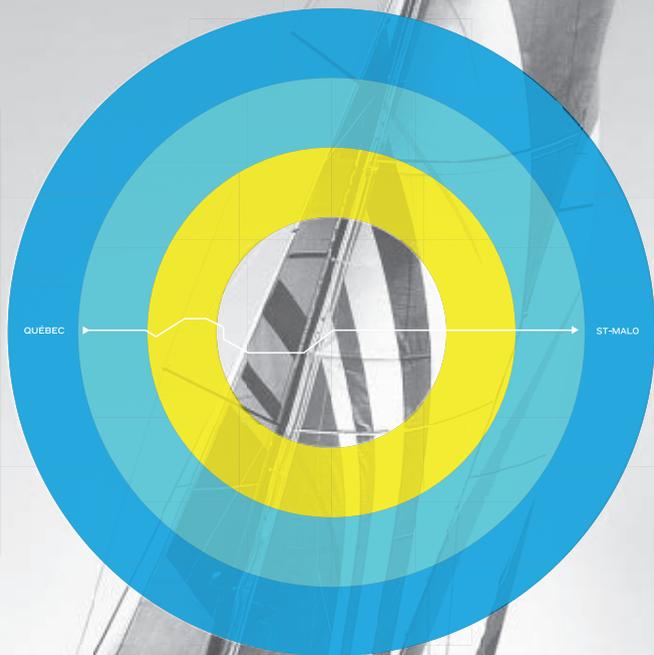
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SHARDS NORWAY



↑ 23 hours and 200 miles after leaving the Shetland Isles, the Shards make landfall on the west coast of Norway at Marstein light. This light marks the entrance to the network of fjords that runs through the rocky barrier islands and mountains that lead to the city of Bergen, another 25 nm from the coast through the fjords.

↓ Norwegian friends, Anette and Alf-Gunnar Øverbø and their teenage son, Martin, who the Shards met cruising in the Mediterranean in 1998, come aboard to sail with Paul and Sheryl for a week down to Flam at the end of the Sognefjord. Here Anette, Martin and Paul enjoy lunch in the cockpit in the heart of Bergen before setting sail.



passage. We also crossed Meridian 0° of Greenwich on this passage. Cool!

Once we reached the Marstein light at the entrance to Korsfjord, we had another 25 nm to go within the very protected and stunningly beautiful network of channels and fjords (Raunefjord and Byfjord) to reach the historic port of Vågan in Bergen, once an important base of the Hanseatic League. Strangely, for us, when we came in off the sea and entered the fjord we suddenly went off soundings! Not usual when reaching land but as a general rule, fjords are as deep as they are tall.

Arriving in Bergen by sea whether on your own boat or on a cruise ship or ferry is magical. The old waterfront warehouses where Norwegian stockfish was once processed and shipped to ports all around Europe by the Hanseatic merchants based here, have been renovated into colourful boutiques and restaurants and the deeply rafted guest quay is right in front of them. We quickly found a spot and realized we were in a raft with Milvina owned by Canadian friends from Montreal who we hadn't seen for a couple of years. How nice to have someone to celebrate Canada Day with. July 1st was the next day.

Whenever Paul and I complete a passage and arrive in a new country we always treat ourselves to dinner out. But eating out in Norway is very expensive so rather than something fancy, we shared a salad, medium pizza and a couple of beers—the total was 400 Norwegian Kronar (NOK) or about \$75 US dollars! Dockage, however, was within reason at 150 NOK per night which is about \$0.50 per foot/per night. This did not include power.

Norway is not a member of the EU so as a foreign

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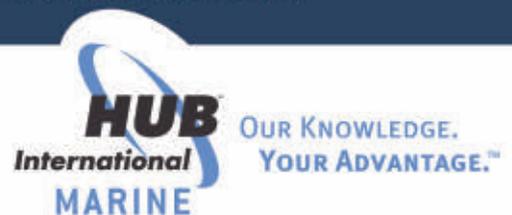
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yacht we had to clear in with both Customs and Immigration. The Customs office is right in the harbour so walking over with our ship's papers was easy. To get our passports stamped for Immigration we were told to go to the Police Station. It took a little while to find the right person to deal with but eventually our passports were stamped and the job was done.

Now we were free to explore this lovely town with its warren of old alleyways, historic buildings, bustling fish market and beautiful views from the top of Mount Fløyen. We rode the Fløibanen funicular railway to the top to film the panorama. We also really enjoyed a tour through the Hanseatic Museum located in an 18th century merchant's house on the waterfront where we learned about the life and work of the Hanseatic League in Bergen.

The city of Bergen was to become our central base for cruising the west coast of this dramatically beautiful country. South of Bergen were

several island groups we wanted to explore and north of Bergen, the fjords, especially Sognefjord, one of the world's longest fjords.

One of the challenges of cruising in Norway is figuring out where to go—there are literally thousands of choices!

We found the most helpful cruising guides for our style of cruising was the Imray pilot entitled "Norway" by RCC Cruising Club Pilotage Foundation/Judy Lomax. However the best and most fun way is to talk face to face with sailors you meet along the way and to go over the charts together marking good places and getting opinions on decisions you've made merely through reading.

So with our route planned south to Haugesund, we cast off from the town quay in Bergen. Winds were light so for most of the morning we were motor-sailing but we were thankful for the quiet warmth and stunning surroundings where the snow-topped mountains glimmered in the rare sunshine.

For about three hours we wound our way out through the

✦ LPaul and Sheryl quickly found a spot to raft SV Distant Shores II in Bergen and realized they were in a raft with SV Milvina owned by Canadian friends from Montreal who they hadn't seen for a couple of years. July 1st was the next day so they spent a very pleasant afternoon with Neil, Helen and their son, Michael, celebrating Canada Day together. They lucked out with sunshine. Bergen, the second largest city in Norway, is the wettest place in Norway with rain on average 260 days a year.



fjords (Byfjord, then Raunefjord to Korsfjord) back towards the North Sea and just before the Marstein light where we'd made landfall in Norway a few days before, we tucked into the tight but very protected wilderness anchorage on West Horgo.

The next day, we raised anchor and had a fabulous downwind sail to the port of Haugesund. Our route took us down Stokksund, the lovely channel or sound between the islands of Stord and Bømlø. Cruising on the west coast of Norway you often have good winds but flat seas due to the numerous surrounding islands. You just have to be prepared for strong unexpected gusts if the surrounding cliffs are high.

Once through Stokksund and under the bridge, we entered Bømlafjord and then headed out into a stretch of open water called Sletta, which is classed as a dangerous sea area due to the lack of shelter, and great variations in depths (2-250 m) which can cause dangerous turbulence and strange currents. Luckily, we had light winds with a ▶

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👉 Balestrand is the furthest north the Shards have ever sailed in 23 years of international cruising. At 61 degrees north latitude they are roughly equal to Anchorage Alaska and north of Whitehorse in Canada's Yukon or St Petersburg Russia. But the effect of the gulf stream gives Norway's coast a temperate climate with cool summers and mild winters. Wintertime here has a much warmer climate than any of these cities and lush vegetation to match.



tide so it was no issue.

July is high season so we were prepared to be rafted three or four deep against the town quay when we arrived in Haugesund but we lucked out and got a choice spot right alongside in front of the Maritime Hotel that manages the showers, laundry facilities, etcetera and collects the harbour fees.

When we arrived, a man from the Port Authority—actually a fan of Distant Shores TV—came down to greet us. He had some very good suggestions for local activities including the modern construction of the world's largest ocean-going Viking ship that was taking place right there in the port. So we visited the building site of Dragan Harald Fairhair, named for the Viking king that

unified Norway into one kingdom.

The next day we met up with friend, Jostein Waage, for more sightseeing around the Haugesund area. We had a great day visiting Alvdnes, once the ancient centre of power on the North Way, where the name Norway comes from, and where excavations are still going on. There is also a great heritage museum and Viking Farm called the Nordvegen History Centre.

We also visited an old copper mine at Visne and learned that the copper used in the building of the Statue of Liberty came from here. Who knew?

From here we turned back to begin the voyage north to explore Norway's longest fjord, Sognefjord, at 120 km long, stopping in Bergen again to pick up Norwegian friends,

Anette and Alf-Gunnar Øverbø and their teenage son, Martin.

The trip through this most magnificent fjord with local friends that we'd made through a shared love of boats and the sea was the perfect conclusion to exploring the west coast of Norway and its fjords.

For a longer version and more photos, go to canadianyachting.ca. Award-winning filmmakers and sailing authors, Paul and Sheryl Shard, have been cruising internationally since 1989. They are the hosts of the sailing adventure TV series, "Distant Shores", that airs weekdays across Canada at 6PM ET/3PM PT on Travel and Escape Channel and includes episodes on their cruise of the west coast of Norway. Visit their website at www.distantshores.ca. ■



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1000 GOOD REASONS

By Mark Stevens Photographs by Sharon Matthews-Stevens

I FIRST DISCOVERED THE THOUSAND ISLANDS THREE DAYS INTO A CYA SAILING COURSE THAT WAS BASICALLY A BOAT CAMP FOR SAILORS.

It was the end of September. We'd been underway twenty-four hours a day. Our skipper/instructor finally took mercy on us—no doubt persuaded by the odiferous crew—and instructed us to tie up to a dock at Mermaid Island in St. Lawrence Islands National Park.

The leaves were just beginning to turn—blushing maples, oak leaves

gilded in gold.

I dove into crystal waters, floating lazily, staring out at the sun falling into the west, its rays burnishing the waters of the St. Lawrence.

Looking for respite from both the peccadilloes and the aroma of my crewmates, I towelled off, changed into warmer clothes and climbed a granite ridge. I found a spot atop a fifteen-metre cliff and watched the day decay into night, lights on the cottages on the nearby islands twinkling like Santa's eyes. I was smitten.

If I'd ever needed a reason to come back to the Thousand Islands, I'd just discovered it in no uncertain terms.

A thousand good reasons, to be precise.

Fast forward to a perfect August morning, my wife and I trudging along a gravel road above Chippewa Bay in the eastern reaches of the island chain. The road turns back and forth on itself, at last opening up on a rolling meadow.

On the right side of the road tall grasses sway in the breezes scurrying along the river, twenty shades of green punctuated by an explosion of ▶

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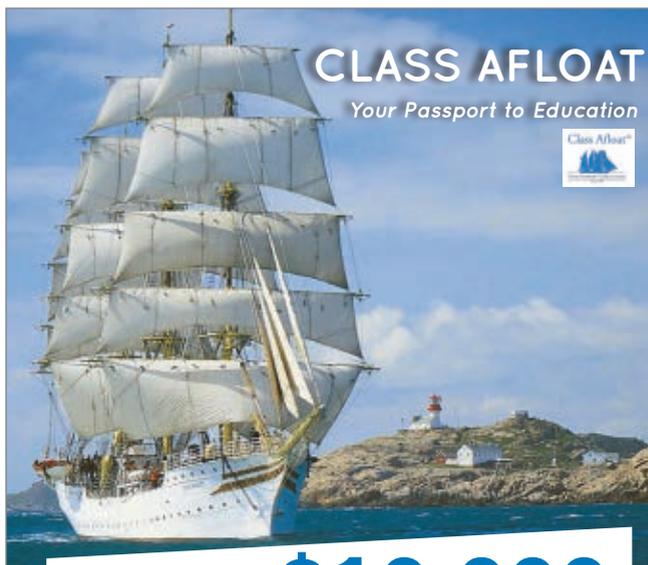


MODEL	SIZE	OUTSIDE	WEIGHT
YR15W	15 Qt. Roadie	17.5 x 12 ³ / ₈ x 12 ¹ / ₄	10 lbs.
YR25W	25 Qt. Roadie	20 ⁵ / ₈ x 14 ¹ / ₈ x 13 ¹ / ₂	15 lbs.
Y15W	35 Qt. Tundra	21 x 15 ¹ / ₂ x 15 ¹ / ₂	17 lbs.
Y135W	45 Qt. Tundra	25 ¹ / ₂ x 15 ¹ / ₂ x 15 ¹ / ₂	22 lbs.
Y165W	65 Qt. Tundra	30 ¹ / ₂ x 17 ¹ / ₈ x 16 ¹ / ₄	27 lbs.
Y185W	85 Qt. Tundra	35 x 17 ¹ / ₈ x 18	32 lbs.
Y1105W	105 Qt. Tundra	30 ¹ / ₂ x 19 x 19 ³ / ₄	33 lbs.
Y1120W	120 Qt. Tundra	40 x 19 ¹ / ₈ x 18	39 lbs.
Y1135W	155 Qt. Tundra	44 x 19 ¹ / ₈ x 21 ¹ / ₄	45 lbs.
Y1230W	250 Qt. Tundra	55 x 22 x 21 ¹ / ₄	77 lbs.

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wildflowers. Purple loosestrife, goldenrod, white lady's slippers.

It is the perfect foreground for a perfect picture.

And one more good reason.

Background is a necklace of islands carved from granite, strewn like jewels across sapphire waters. The current etches a mosaic of patterns onto the surface. Blue skies and inverted pine and cedar trees are mirrored in the places the current bypasses.

A rustic cottage dominates one island. A Victorian mansion with dormered windows, wraparound porches, a massive boathouse, teal-painted clapboard facades with butter-coloured trim and twin towers, capped by candle-snuffer roofs, holds court on another.

A castle with turrets rises up from Dark Island, boasting an electrical plant designed by Thomas Edison, secret passageways, a dungeon. A slice of Europe snuggled down in the current of one of North America's premier waterways, a body of water as full of history as it is full of boaters.

And as full of surprises.

Anywhere else in North America a castle would be an anachronism. Anywhere else the juxtaposition of blue water, green forest and these turrets would jar the senses.

But not here. Here the castle works. And there's even a nautical connection. Gilbert Bourne, one-time president of the Singer Sewing Machine Company, commissioned its construction. He was once the commodore of the New York Yacht Club.

And Singer Castle isn't the only – or even most famous castle – here. Boldt Castle, near Alexandria Bay, sees more yearly visitors and is a quick cruise from Alexandria Bay or Gananoque.

Nor are these fairy-tale constructs the only startling anomalies.

One morning we see two sea kayakers, one green, one yellow, sharing wind-ruffled waters with a three-hundred-metre-long freighter, beside a sailboat, beside a mahogany runabout riding the wake of a great white tour boat.

All on a thousand-kilometre water route known as the St. Lawrence. Gateway to Canada, guardian of North America.

But it's not just the sheer scope of the river that makes the area such an attractive cruising ground. This waterway cradles more than a millennium of islands.

"They're the extremely ancient roots of mountains," says Don Ross, a Hill Island resident and the author

Nothing is more breath-taking than a panorama of these islands—like this early morning vista of Chippewa Bay from the New York side.



of Discovering the Thousand Islands. They form a geological bridge that connects the heights of the Canadian Shield to the Adirondacks, an arch of granite that almost, but not quite, blocks the easterly flow of water from the Great Lakes.

“Actually closer to eighteen hundred islands,” says former Thousand Islands tourism representative, Suzanne Bixby. “Some we haven’t even counted. Supposed to have two trees and supposed to be above water all year.”

One day, Ron Mowers, a resident of Tennis Island and skipper of a beautifully-maintained Egg Harbor 33’ named “19th Hole,” pilots us on a nautical tour of the archipelago. From the flying bridge, Mowers points at a little island near Boldt Castle. It has one tree.

“Doesn’t qualify,” says Bixby, who’s come along for the ride.

But more than a thousand do.

On another journey here we ply these waters in a runabout skippered by Don Ross himself; I discover even more reasons to love the place.

I’m a history buff. This is history’s haven.

The Battle of the Thousand Islands was waged here in 1760 between the British and the French. Ross skippers us into a serpentine channel bedecked ▶

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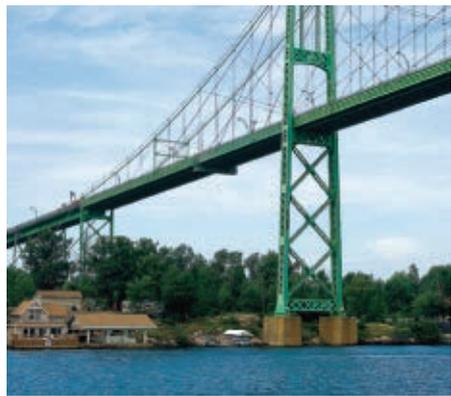
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↑ Places to snug down range from downright secluded to downright urban to somewhere in the middle—like this property on the US side of the chain. ➤ This is truly an international waterway, a reality boaters always remember when they ply the waters beneath the imposing Thousand Islands International Bridge. ➔ Anywhere else but here a castle may seem strange. But Singer Castle, toward the eastern section of the archipelago, seems to work. And it's also a great side trip. ➤ Whether you're swimming off Mermaid Island or partaking of the weekly Sunset Ceremonies in Kingston at Old Fort Henry it's the end of the day that is one of the most beautiful features of a visit to the region. ↓ History abounds here, from forts to excellent museums.



by granite boulders and wind-crippled pines. “The French lured the British into this passage,” he says. “The British lost the wind and steerageway. The French pounded their ships.”

The island names are eloquent testimony to that bellicose past. The Navy Islands bear the names of ship captains from the British Navy; the Admiralty group memorializes different admirals. Death Dealer, Camelot, Dumbfounder and Endymion are all named for British warships. The Brock Island group and Wolfe, the biggest island here, are both named for British generals.

But the islands themselves only tell part of the history.

Kingston offers it up like a gourmet meal. Tour a penitentiary museum, learn the art of war at a Martello tower, a fortification unique to this region, and visit Old Fort Henry or the

Bellevue House, the restored one-time residence of John A. MacDonald. Check out the Marine Museum of the Great Lakes right on the shores of Lake Ontario and stroll through a Coast Guard ice-breaker.

Alexandria Bay on the American side began life as a lumber trade site. It sported a wealth of wharves around the 1830s and was recognized as a tourist must-do when Ulysses Grant visited nearby Pullman Island in 1872.

Explore the Cornwall Brothers store, built in 1829 and now an interesting museum, or take a historic walking tour of this village down by the riverside.

Clayton, also on the American side, offers a wealth of period architecture, much of it reflecting the importance of the river to trade. Store fronts are refurbished to period authenticity and are uniquely positioned: open to the water as much as to the street,

boasting plate glass windows at both ends—street side and water side. A variety of patios and balconies overlook the river. These buildings offer a multitude of delights to shoppers—from gift shops to antique galleries to a couple of great art galleries.

Take a historic walking tour here or visit one of the three museums. The Antique Boat Museum offers unforgettable glimpses of the history of boating in general and insight into the role that recreational boating has always played on these waters.

But a love of history isn't the only—or even the best—reason to go ashore.

Alexandria Bay—locals call it “A Bay”—boasts more than its share of establishments offering up liquid libations to a multitude of boaters—and a party atmosphere that makes it well worth a visit. Just make sure you book an overnight berth. You will not want ▶



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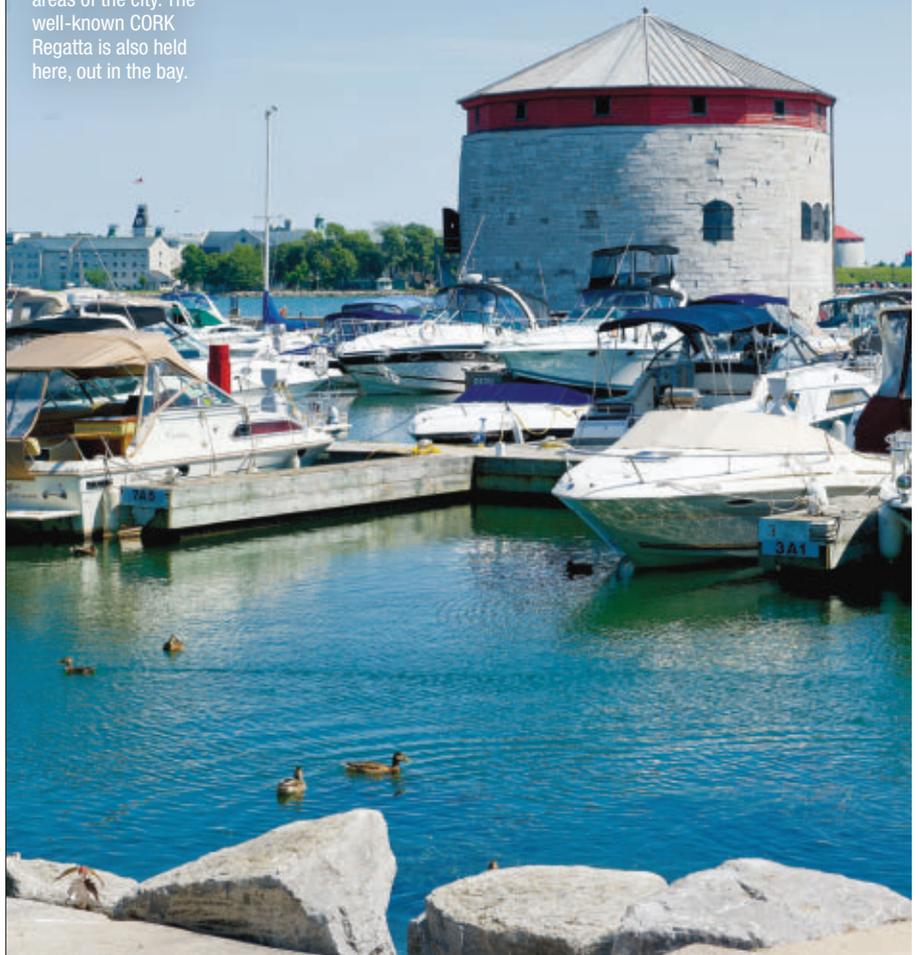


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1000 ISLANDS

↳ Located in the heart of downtown Kingston, Confederation Basin Marina is surrounded by one of the most historic areas of the city. The well-known CORK Regatta is also held here, out in the bay.



to leave until morning—if then.

Sip a cool one in the Caribbean ambiance of the lounge at Dock by the Bay or stretch out on the patio beside the pier beneath brightly coloured umbrellas. Stroll across the street and admire the view from Top of the Bay with its battleship-grey railings and two-leveled deck and its own small dock. Check out The Islander or Pirates' Pub. Or pull into Skiffs, with its horseshoe-shaped bar and a Jolly Roger flag hanging over the bandstand, where you can get a glass of wine and a large beer with free peanuts—and receive change from your ten-dollar bill. "Just throw the shells on the floor," quips the bartender.

Then there's Kingston. Hit ten different pubs in one night, each a walk from your berth at Confederation Basin. Sip beer brewed onsite at Kingston Brewing Company or sample

one or two or three from a selection of thirty different whiskeys at Tir nan Og.

Next morning redeem yourself by imbibing in a bit of culture. Kingston's got its own symphony orchestra, a blues festival, the annual Buskers' Rendezvous.

Or head east to Gananoque—locals call it "Gan"—and catch a live show at the Summer Playhouse Theatre.

But the best reasons to visit here are still nautical: all else is but icing on the cake.

Last summer we ventured here yet again, to be regaled by the sight of a conflagration of white sails, graceful and plentiful as a flock of seagulls, the entire horizon line decorated with a plethora of dinghies participating in the annual CORK Regatta off Kingston.

It's incontrovertible evidence of this area's primacy as a boater's playground, if not one of the world's best freshwater cruising areas. ▶



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During our boat ride with Don Ross we pass an anchorage at Endymion Island. Ross slows the boat. Set against a background of evergreen forest, three or four mooring balls bob in the gentle waves. A heron stands in the shallows like a Renaissance statue.

"This is what it's all about," says Ross. "More anchorages than dock spaces. Maybe three hundred transient berths.

More than two thousand anchorages."

Other local favourites include Thwart way (Leek) Island, Brakey Bay south of Howe and the east side of Mulcaster. Then again, given the numbers Ross tosses around, you'll have no trouble finding your own.

If you're looking for a compromise you "could still find a dock in great natural settings," says Bixby. "On the

Canadian side a number of spots in the St. Lawrence Islands National Park offer dockage with some facilities. You can berth at a marina at Wellesley Island or Keewaydin State Park."

Or simply drop the hook in a bay to call your own, get out your book, hoist your hammock, then while away an evening soothed by the scent of pine.

We spend the last evening of our last visit here ensconced on a balcony overlooking the parade ground at Old Fort Henry. It's the Wednesday sunset ceremony, held all summer in the limestone citadel guarding both the approaches to Kingston itself and the vanguard of a regiment of islands scattered to our east.

From the ramparts on the fort's southeast walls you can see trees clinging desperately to barren lichen-painted humps of granite on Cedar Island, defined by the red roof and squat walls of a defensive Martello tower, fortified companion sentinel to the fort itself.

We've already been serenaded by a local community band; we've had ringside seats to a mock conflict, the flashes from muskets like fireflies in the night sky. Cannon blasts have reverberated across the square, swathing the red-coated soldiers in blue-grey smoke.

And now the lights dim, leaving a lone spotlight focused on a bagpiper standing high on the fortress walls.

The eerie lament causes a sudden tightness in my chest, a sense of pride in my heritage, a sense of awe at the sights we've seen, at the richness of this archipelago we've experienced this week—a microcosm of all that is Canada itself.

The piper launches into an eventide hymn. The flag is lowered, a bugle calls out.

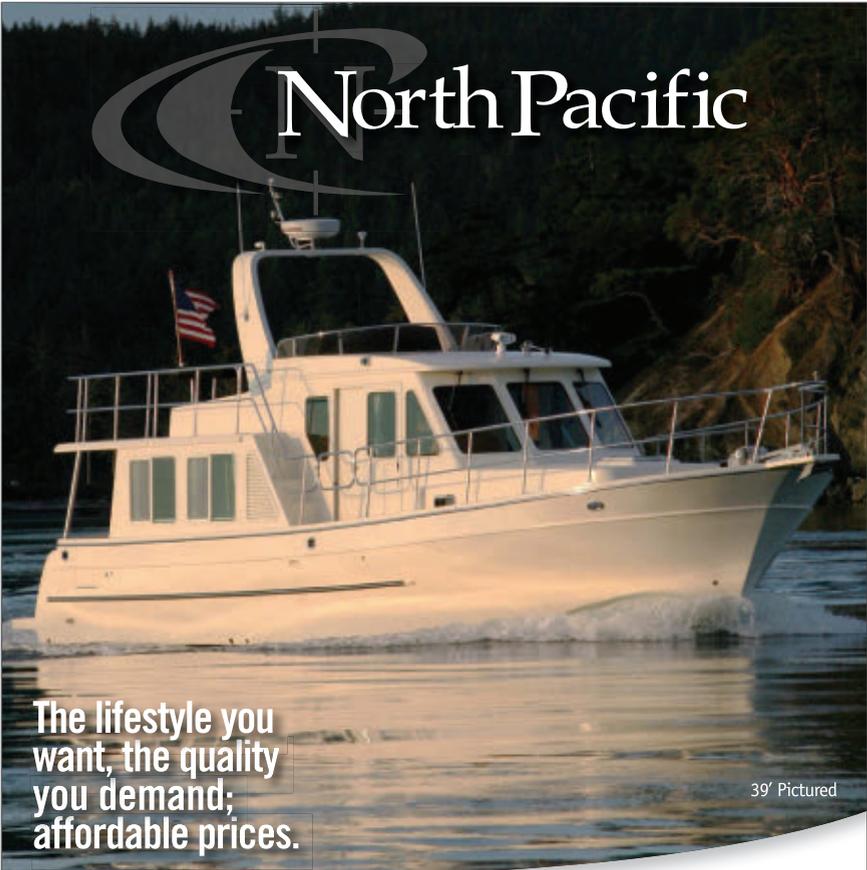
The crowd is silent here where Lake Ontario meets the St. Lawrence, where a smattering of out islands—Howe and Wolfe and Amherst—melds seamlessly into a thousand others.

The crowd rises as one person. We sing "O Canada" in harmony.

The last stirring chord echoes through the walls of the citadel.

I realize, listening to the last dying tones, that I have discovered yet another great reason—but one more in a multitude of convincing excuses—to come back to the Thousand Islands.

Again and again and again. ■



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The Spirit of HAIDA GWA

THESE "ISLANDS ON THE EDGE" ARE ALIVE WITH THE SPIRIT OF THE HAIDA PEOPLE, AND A CRUISE HERE IS AN UNFORGETTABLE EXPERIENCE

Story & Photos by Mark Bunzel



THERE IS A SPECIAL PLACE—NORTH OF VANCOUVER ISLAND AND WEST OF THE NORTHERN BRITISH COLUMBIA COAST—THAT IS INHABITED BY THE SPIRIT OF THE HAIDA PEOPLE. HAIDA GWAI, FORMERLY KNOWN AS THE QUEEN CHARLOTTE ISLANDS, IS AN ARCHIPELAGO OF MORE THAN 150 ISLANDS, AND ONE OF THE MOST UNIQUE DESTINATIONS YOU CAN VISIT BY BOAT IN NORTH AMERICA.

HAIDA GWAI is remote and pristine, with a unique geological history. Glaciers covered this area and receded 2,000 years before they left the rest of BC, resulting in a rich ecosystem with some species of plants and animals not seen anywhere else in the world. It has been referred to as the “Galapagos of the Northwest,” with hundreds of species of birds, unique species of bears, and many trees and plants growing in areas from the wet rainforests of the western coast to the dryer forests on the eastern side of the islands.

Haida Gwaii means “Islands of the People” in the language of the first people to settle here. The Haida were respected along the coast as ambassadors and warriors, with a unique culture. Over 10,000 inhabited this area at one time, until many succumbed to smallpox and

other diseases from the western world in the late 1800s. By 1900, only 350 remained.

A visit to Haida Gwaii and the Gwaii Haanas National Park Reserve takes you to a special place where you can see what remains of this once great culture. As you walk the trails through the rainforest and the moss-covered canyons around the old villages, you may well feel the presence of the people who once lived here.

The Gwaii Haanas National Park Reserve and the Protected Area were created in 1987. The reserve is unique in Canada, jointly managed by the Haida and the government of Canada; it includes the land and the surrounding sea. A visit requires a reservation for the time you will be in the protected areas, and payment of a daily fee. All visitors are required to attend an informative 90-minute orientation in Skidegate or prior to the cruising season in Vancouver, Sidney or Seattle. (See the sidebar “Planning Your Visit to Haida Gwaii” for details.)

CROSSING HECATE

We started our cruise to Haida Gwaii from Prince Rupert. The northern route from Ogden Channel and the Spicer Island group offers the shortest crossing of formidable Hecate Strait, about 65



Our flotilla of Grand Banks yachts rafted together in sunny, calm conditions while we explored SGang Gwaay and the village of Ninistints.



➤ Louise Narrows is a scenic, narrow and shallow channel but passable for vessels up to 50' with caution. Plan your transit for close to high tide to allow the vessel to float off it runs aground.

miles. The strait is shallow, from 50 to 115 feet in depth, the result of layers of sediment from the ice age deposited over millions of years. Strong winds are common here year-round and can whip up short, confused seas that make for uncomfortable passages. It is important to choose weather windows carefully here. It is wise to start crossings as early as possible in the day when the winds should be lighter.

We were part of a flotilla of five Grand Banks yachts on charter from Bellingham, Washington-based NW Explorations. The flotilla was returning from a summer cruise in Southeast Alaska. (NW Explorations runs a unique program of guided flotillas where one can charter a yacht for two week or more legs.) The fleet ranged from 42' to 52', some with stabilization and some without. A crossing speed of 8.5 knots was set with our boat *M/V Deception*, a GB 49, in the lead, NW Explorations owner Brian Pemberton at the helm.

To minimize our crossing time to Queen Charlotte City on Graham Island, the fleet spent the night before departure in a beautiful anchorage in the Spicer Island group. The forecast for our eight-hour crossing appeared fine in the early morning, with the probability that winds would pick up near midday. The midpoint of our crossing, the North Hecate Strait weather buoy (46183), reported calm conditions for our departure. We planned to monitor the buoy reports throughout our crossing. As a precaution, all of the boats were secured and prepared for heavy seas. Though we had occasional periods of fog and soft rain, seas were unusually calm for the entire crossing.

We arrived at Maude Channel which separates

Graham Island to the north and Moresby Island to the south. We passed Skidegate on the northern shoreline, site of the park reserve offices and the Haida Heritage Centre where our orientation briefing was held. Near the Queen Charlotte City floats there are shops, restaurants and a pub just a short walk away. You can also anchor in nearby Bearskin Bay.

We spent the next day exploring the area and provisioning. The briefing that afternoon was informative, and the exhibits and ceremonial poles on display were impressive as we began to learn more about Haida culture.

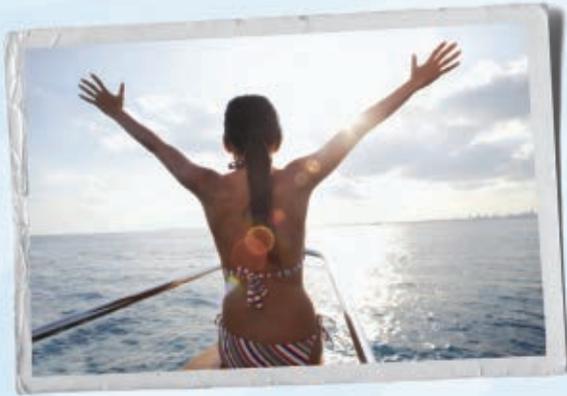
SCENIC PASSAGES

The next morning we timed our early departure to pass through Louise Narrows one hour before high tide. This small-boat passage is scenic, shallow and narrow, just 30 feet across in places. It is best to travel through it before high water—if you run aground, the rising tide will float you off.

We could see sea urchins on the bottom through the clear water of the narrows. In places, the depth sounder showed less than five feet under our keel, adding a bit of excitement to the passage. We filed through with a *Securité* call on VHF 16 and a sound of the horn. Opposing traffic would have to wait once we entered the narrows—there was definitely not room for two vessels to pass safely.

Once through the narrows, just under a mile in length, we continued through Selwyn Inlet and worked our way down to narrow Dana Passage. Here the water was deeper and the narrow section was about 100 yards wide.

Next, we entered Logan Inlet and crossed ▶



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PLANNING YOUR VISIT TO HAIDA GWAI

➤ The Haida did not understand why hot steam and water bubbled up to the surface and assumed it was a place for the gods on Hot Spring Island. Today, the naturally warmed rock pools overlook the anchorage and a view that rivals anywhere in the world.

the boundary of the park reserve and the Haida Heritage Site. We continued under clear blue skies, watching for bears and other wildlife. We turned into Crescent Inlet, our overnight anchorage, just outside the reserve. An evening in Crescent Inlet does not require payment of the reserve's daily fee.

The head of Crescent Inlet was a perfect anchorage, well protected with a snow-laced bowl above. There was a creek bed to explore and an area noted in the harbour diagram as a grassy meadow. "Grassy meadow" is code for bear country and we kept our eyes open. Sure enough, a black bear soon ambled out to munch on the grass.

HOT SPRINGS

The next morning started once again under a sunny Pacific high. Soon we were back inside the reserve on our way to Hot Spring Island, the first of the Haida protected sites with a procedure for us to follow before coming ashore.

Hot Spring Island, with its baths, is one of the most popular sites in Gwaii Haanas. The water is part of an old aquifer fed by rainwater percolating down on much larger Lyell Island, about three miles to the north. Some of the water hits a thin spot in the earth's surface, where it is superheated and bubbles up on Hot Spring Island. There it is directed into rock pools that overlook the water.

We had heard about the Haida native watchmen in the protected areas and we wondered what to expect. We called one hour ahead on their radio frequency, VHF 06, and they advised us to call when we arrived. Only 12 people are allowed on the island at one time and we divided our group accordingly. Once we anchored the boats, we checked in and were told

Preparations for a visit to Haida Gwaii must start well in advance. Reservations are required for your vessel, and the entire crew needs to attend an orientation briefing before entering the Protected Areas of the Gwaii Haanas National Park Reserve and Haida Heritage Site. A daily fee needs to be paid for each member of your crew for the days they will be in the reserve. Details on fees and reservations can be found on the Parks Canada Gwaii Haanas National Park Reserve website: <http://www.pc.gc.ca/pn-np/bc/gwaiihaanas/index.aspx>.

Determine your itinerary and the days you plan to be in the protected areas of the park. Make your reservation with Parks Canada Gwaii Haanas office at 1-877-559-8818. Reservations are accepted after April 1. July to mid-August is the most popular time to visit the reserve and availability is limited, so make reservations early.

You can attend the orientation at the Haida Heritage Centre the day before you enter the reserve. For several years, Parks Canada has also offered orientation sessions in Vancouver, Sidney and Seattle in early May. Call the number above to inquire about the schedule. If you and your crew take the orientation program before your visit you may bypass Queen Charlotte City and head directly into the reserve.

Many cruisers depart from just south of Prince Rupert for the shortest crossing of Hecate Strait, 65 miles. You could also go directly to Haida Gwaii from the top of Vancouver Island for a possible overnight crossing of 120 miles, weather and boat speed permitting.

BC Ferry service from Prince Rupert to Queen Charlotte City is available for those with trailerable boats.

Cruising information is available in *Exploring the North Coast of British Columbia* by Don and Reanne Douglass, available from *FineEdge.com*.

A very good travel guide is *Haida Gwaii—The Queen Charlotte Islands* by Dennis Horwood. It is available at many bookstores and online.

If you wish to learn more about *SGaang Gwaay*, the book *Ninstints—Haida World Heritage Site* by George F. MacDonald includes many pictures and illustrations depicting the interesting history of the village, its houses and poles.

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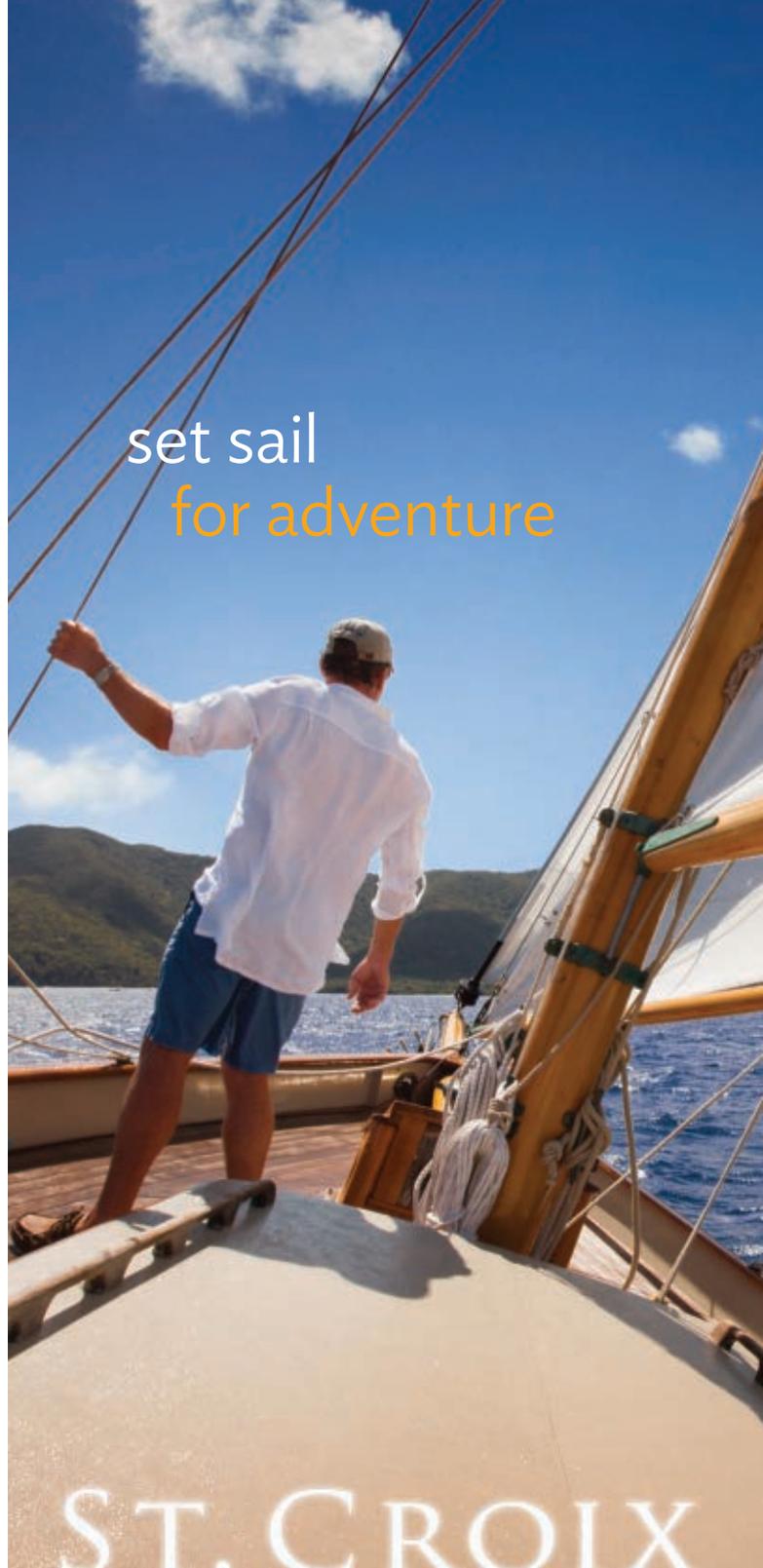


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➤ In the site of the old village of Ninstantins or SGang Gwaay Llnagaay, the spirit takes your breath away. A field of ancient carved cedar poles details the history of the former chiefs and their families.

that a group was still on the island and they would call us in next. In less than an hour we got the call. The first group was shuttled over and greeted warmly by the watchmen, David and Paul. As we walked up the white shell-lined path, David told us the history of the island. The Haida viewed this as a mystical place. They did not fully understand the steam and hot water bubbling up to the surface and thought it might be special land associated with the gods.

There were three natural rock pools at three different temperatures and a shower building. The water in all of the pools was fresh and high in mineral content, but without a sulfurous odour. Most of us chose the moderately warm Cliffside Pool, with its view of the anchored boats below. Under sunny skies, with the mountains of Moresby Island on the western horizon, the view was incredible.

After a delightful one-hour soak, we headed back to our boats feeling very relaxed. Soon we were under way to our evening anchorage in Marshall Inlet. There are many inlets with suitable anchorage along this shoreline. To maintain the remote experience, the reserve has a rule that you are not allowed to anchor in a cove or inlet with another boat or group in sight. We rarely encountered another boat in Gwaii Haanas.

HISTORIC ISLAND

The next day we proceeded to Rose Harbour at the south end of Moresby Island, and to Anthony Island, or *SGang Gwaay*, as it is known in the Haida

language. *SGang Gwaay* lies a few miles offshore to the west, shrouded in mist and looking otherworldly as you approach from Houston Stewart Channel. It appears to float, almost alone, amid the crashing waves of the open Pacific beyond. Anthony Island is recognized as a UNESCO World Heritage Site. It is a place few of us will ever have the privilege of seeing, as it can only be visited by boat.

The Haida watchmen at *SGang Gwaay* advised us to anchor in the cove on the northwest corner of the island and bring the dinghies ashore on the beach in a small protected cove on the western side. Once ashore, we followed the trail into the thick rainforest, its entrance marked by an orange fishing float hanging in the trees. As we walked in silence, with rocky outcroppings around us, we felt the spirit of the people who once inhabited this island.

When you emerge into the site of the old village of Ninstantins, or *SGang Gwaay Llnagaay*, the spirit takes your breath away. You are surrounded by a field of ancient carved cedar poles that recount the history of the former chiefs and their families. The ruins of the old red cedar houses are just beyond and you begin to sense what this once-vibrant village might have felt like 150 or more years ago.

James, the watchman, pointed out the first pole and told us the story of the chief and his clan through the carved figures on the pole. Ceremonial poles were displayed inside and outside a house to tell the story of the family. Until very recently there was no written Haida language; oral history ▶

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➤ **Top left:** Over 150 years ago this beach in front of the village of Ninstints would have been full of magnificent carved and painted war canoes, some over 65' long.

➤ **Top right:** The carvings on the cedar poles of Ninstints are over 125 years old and deteriorating in the weather. This carving represents the eagle and may be a tribute to the chief of the Eagle Clan.

➤ **Bottom left:** Haida Watchman David welcomed us warmly and provided a comprehensive briefing on the history and legend of Hot Spring Island.

➤ **Bottom right:** On bear watch.

carried the Haida story from person to person, or it was told on carved poles. The poles were carved with basic tools like mussel shells and the hip bone of a bear. Mortuary poles were cut from logs that were raised upside down and set in rock and sand, with an opening carved into the broad top of the log to receive a bentwood box holding the body of the deceased chief.

The 14 to 20 houses of Ninstints sheltered a community of up to 400 people. Some of the houses were constructed with three tiers leading down to a fire pit in the centre. The chief of the village, the clan, or the house, and his family would occupy space against the back wall, while those of lesser stature arrayed themselves on the tiers moving forward towards the doorway. They slept on beds made of pillowy moss from the forest and stayed warm under sea otter pelts. The waters around the island provided mussels, clams, crab and fish. Part of the catch would be dried or smoked for later. There was plenty to eat and it was shared among all.

We learned that the entrance to the lagoon, formed by the islet in front of the village, allowed water access for the canoes on the beach.

Neighbouring clans would enter and signal their intentions. Raised paddles meant they came in peace. Some would enter paddling in reverse with their backs to the village, showing trust.

Canoes were shaped and hollowed out of the

mightiest old-growth yellow cedar logs felled from neighbouring islands. The canoes were massive and could carry over two tons of people and cargo. Some were more than 65' long, with a beam of 10 to 20'. The Haida were expert seafarers and skilled in long-distance navigation. There are stories of Haida war canoe flotillas traveling as far as Baja California.

It is only a matter of time before this special place will return to nature and exist no more. While the poles were reset years ago, the policy now is to let them fall as they naturally decay. In the Haida culture, this represents the fading memory of their ancestry. James showed us pictures of the remaining poles as they stood in 1908 and again in 1947; we could see notable deterioration. It was clear that what we were seeing was something our next generation would probably never be able to see.

We departed for our boats on the trail past the poles and the foundations of the old houses, walking silently through deep cuts in the rocks that towered over two-and-half stories above us. It was a reminder of how small we are and how short our time is in the larger context of human habitation on this earth.

Mark Bunzel is editor and publisher of the Waggoner Cruising Guide, and the publisher at Fine Edge Nautical Publications. He is also the co-author of Cruising the Virgin Islands, the best-selling guide to the US and British Virgin Islands. ■

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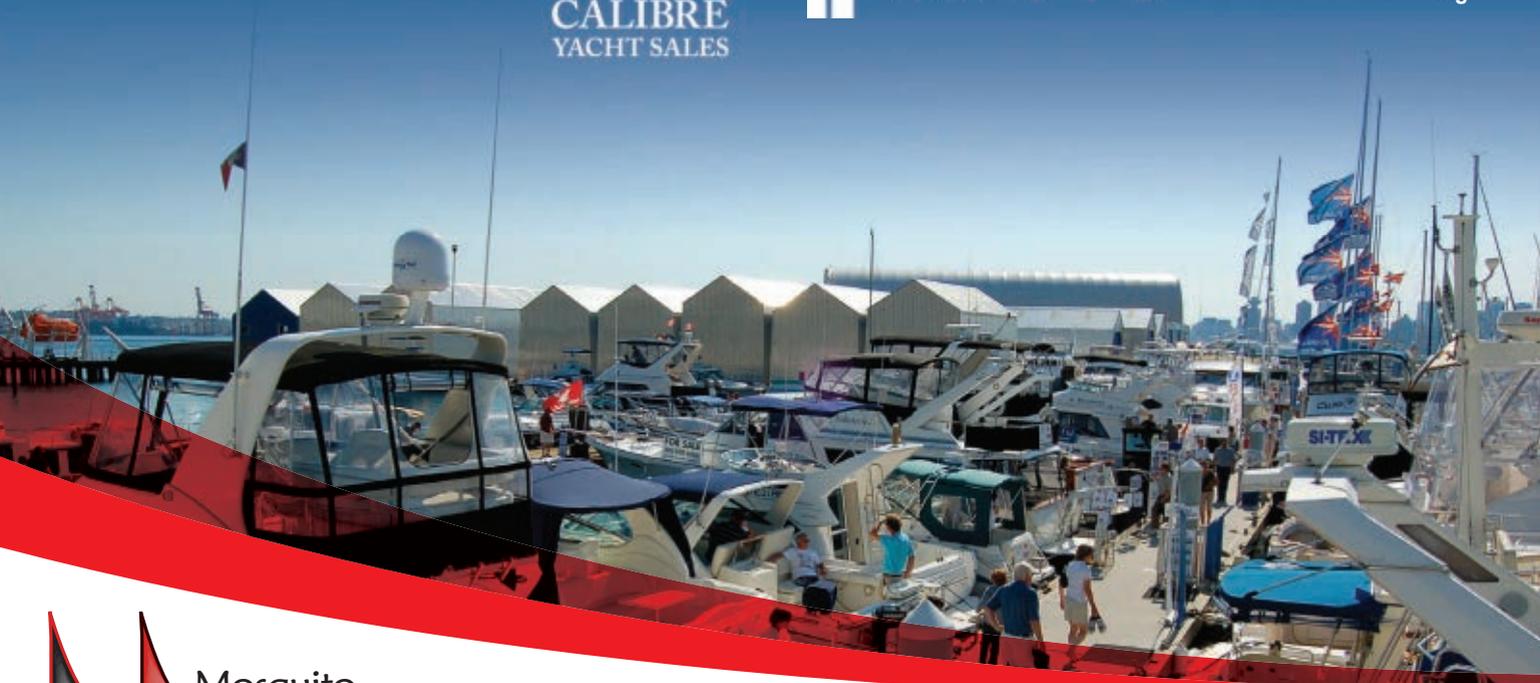
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By Andy Adams



➤ Grady-White has developed their own tradition for styling with what we call a "Carolina shear", lots of bow flair to send spray out to the sides and our test boat had the very versatile and protective hardtop.

INTRODUCED AT THE NEW YORK BOAT SHOW IN JANUARY 2012, THE NEW FREEDOM 285 FROM GRADY-WHITE IS A BRAWNEY BIG BOW RIDER THAT FEATURES A SURPRISINGLY SPACIOUS ENCLOSED HEAD UNDER THE STARBOARD SIDE CONSOLE, HAS 65 SQUARE FEET (6.04M²) OF WIDE-OPEN COCKPIT SPACE, AN OPTIONAL ELECTRIC GRILL AND PLENTY MORE FEATURES TO DELIGHT THE WHOLE FAMILY.

GRADY' PREFERS to call the design a dual console and Grady-White customers are showing great enthusiasm for dual console boats, in large part because this style is so well suited to families who participate in a variety of water sports and leisure activities.

One look tells you this boat was built to fish and the Freedom 285 has many great fishing features, but it can do a lot more. This boat can handle coastal conditions in BC or the St. Lawrence around Montreal in comfort and it could also sprint through the Trent Severn or the Rideau taking you from one resort to another. Not everyone wants to sleep onboard. Stay at a waterfront B&B!

This new 28-foot Freedom 285 is a full foot wider at the beam than

her sistership, the Freedom 275, and with the 65 square foot cockpit space, people have room to roam for socializing plus there is generous storage space to carry all types of gear; not just for fishing but diving, camping, tubing, wakeboarding or skiing.

Yes, it's a big boat, but with twin Yamaha 250s this boat can handle just about anything. The acceleration is overwhelming; plenty to plan off a load of passengers or pull up skiers. You have a sizable wake at boarding speeds and yet at slalom ski speeds, the hull lifts enough that the wake is manageable.

The Grady-White 285 Freedom features a SeaV2® hull designed by C. Raymond Hunt Associates and the ride and handling are impressive. Our test boat had the twin Yamaha F250

SPECIFICATIONS

ENGINE RPM	SPEED MPH
1500	8.4
2000	9.3
2500	9.9
3000	24.5
3500	30.0
4000	35
4500	39
5000	43.2
5500	47.8
6000	51.5

CRUISING SPEED rpm / mph
3,000 / 24.5

SPECIFICATIONS:
LENGTH: 28' / 8.53 m
BEAM: 9'6" / 2.89 m

WEIGHT Without Engines:
5980 lb / 2713 kg

FUEL CAPACITY: 218 gal / 825 L

PRICE: \$166,190 USD

Test boat and performance data provided by and price quoted by: Grady-White Boats, <http://www.gradywhite.com/>

Offshore models which are 250hp V6 engines with big displacement, twin overhead cams and electronic multi-point fuel injection. These are very quiet, smooth and powerful; able to run trolling speeds or race up to 50mph top speeds. ▶

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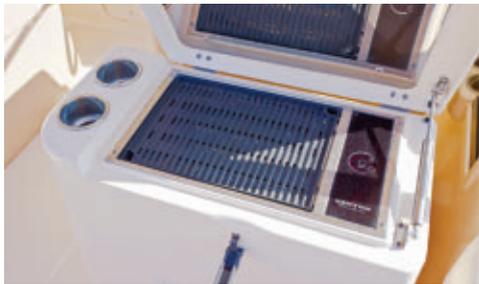


↖ You can't really appreciate the size of this space until you're in it. There's lots of depth for security, seating room for several people to snack and enjoy the sun and Grady-White includes features like recessed cleats, a serious anchor locker and electric windlass.



↑ For added comfort and tanning, this portside lounge seat extends about a foot and a half. It's a clever design.

↓ The optional Kenyon grill is located behind the helm seat. With this, you can make something hot and delicious for the gang. ↗ This is where most of the living takes place; the 65 square-foot cockpit features toe rails and padded bolsters for fishing, a huge fish box across the transom and a livewell with cutting board, rod holders, freshwater wash down, transom shower and transom door and you can always find a little shade under the hardtop.



↑ The builders say there is enough room in the head to change your clothes and it's fully enclosed under the port side console ensuring that everyone has a comfortable day out on board the boat.

The big Yamaha's are a key part of the Grady-White's versatility. You can actually order a 285 Freedom with twin Yamaha 300 hp V8s, but the 250s deliver stellar performance and will likely save some fuel.

Or, maybe you want to extend your range! This rig gets close to 2mpg at cruising speeds in the mid-20's.

It is a boat that can really go places. Spending a day on the water is realistic thanks to the enclosed head under the port side console. An adult can change clothes in this console area according to the builder, so you can go from a day on the water direct to a waterside restaurant for dinner.

If you order the optional grill arrangement, you can feed the crew and Grady-White includes a standard removable table that fits either the bow or cockpit.

The bow area starts with the Lewmar electric windlass and covered anchor locker to make mooring out much easier. There is seating for four around the removable table, drink holders, speakers and abundant storage under the seats. An optional insert turns the bow into a fishing platform or a perfect sunning station. We really liked the sturdy bow handrails that are

recessed a bit for safety.

A folding door securely blocks the wind from blowing into the interior if the weather is cool or rainy and of course, the windshield swings closed and latches. In addition to the head, the lockable port console includes a compartment that runs forward, underneath the bow seating, for storage of rods, skis or other long items and in the starboard side console under the helm, there is more lockable storage space. There is even a handy pullout drawer under the helm for odds and ends.

The helm area is protected by a large windshield and there is a deluxe adjustable pedestal seat and a footrest. Optionally you can get an electronically adjustable helm lean bar seat. Behind the helm seat is a sink, storage drawer and trash compartment. The sink can be replaced with a 1300-watt grill which is a great option although a portable BBQ can mount in a rod holder if you don't want to sacrifice the sink.

The cockpit seating is also very versatile with a port side lounge seat that's electronically extendable to become a sunlounger augmented by Grady-White's patented aft bench seat that easily folds away. The cockpit goes from family entertaining

to serious fishing in a snap.

There are four gunwale rod holders and a horizontal rack for three rods on deck. A 32-gallon livewell is available with interior light, a full column distribution inlet, and 1100 GPH pump.

Most owners will choose the optional hardtop with its storage nets, two speakers and spreader lights. The standard insulated 185 quart aft fish box with cutting board and 135 quart forward starboard fish box both drain overboard.

For water sports of all kinds, there is a swim platform accessed through a fiberglass transom door with heavy-duty positive locking latch. The four-step boarding ladder is easy to deploy and there's a freshwater shower at the transom which is especially appreciated in salt water areas.

Like every Grady-White, the Freedom 285 is self-bailing through scuppers and the boat is foam-filled for flotation. From our experiences with both the new 285 Freedom and several other Grady-White models before that, the boat shows evidence of high quality in all the fittings and feels rock-solid on the water. Whatever your summer interests may be, this is a boat that could be a great companion! ■

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◀ This dramatic overhead shot clearly shows off the abundant interior accommodations aboard the new Chris-Craft Corsair 36.

High-end Elegance with Exhilarating Performance

By John Armstrong and Andy Adams

AFTER MORE THAN 130 YEARS OF PLEASURE CRAFT BOAT BUILDING, CHRIS-CRAFT IS CERTAINLY THE BEST KNOWN NAME IN BOATING, AT LEAST IN NORTH AMERICA AND THE BRAND IS ALIVE AND WELL TODAY, BUILDING HIGH-END BOATS FOR DISCRIMINATING CUSTOMERS.

WE RECENTLY had the pleasure of interviewing Chris-Craft president Stephen Heese and he has a clear mission; to build modern fiberglass boats using the best available materials and techniques while maintaining a look that acknowledges the Chris-Craft heritage. He also makes no apologies for the cost of doing things this way. He knows the Chris-Craft customers he is serving are not looking for compromises.

The Corsair 36 was introduced a few months ago at the Miami International Boat Show and the family resemblance was immediately clear. The Corsair follows in the recent Chris-Craft design line of large, fast and luxurious open boats. This is not a cabin cruiser or a hardtop although the Corsair has sleeping accommodations

for four. The Corsair has a large Bimini roof and it is equipped for all seasons and built to take on offshore waters.

Canadian Yachting tester John Armstrong commented when he first saw the boat in the water in Sarasota, Florida that it was an overwhelming boat to see in person. The lines are still graceful and sporty, but this is a large boat as well. The high sides, generous bow flair and very deep vee hull are ready to deal with offshore conditions, and at high speeds too.

There are few 36 footers that can sleep 4, feed more and still run out to 44+ mph. This is not a “go fast” bad boy boat though, it’s for a gentleman and comfort is a top priority.

The helm is a perfect example of this. The genuine mahogany wood

rim steering wheel looks as though it belongs in a vintage Jaguar. It’s lovely to hold in your hands and tilts to whatever angle is comfortable for you. The helm seat is a double width and adjusts fore and aft. An angled teak foot brace makes spirited running more comfortable. The flip up seat bolster lets you sit up over the windshield and if you want, it is also comfortable to stand up when running the boat.

Directly ahead are a full set of analog gauges set in a classically inspired dashboard panel. All the switches and their reset breakers are directly ahead of the captain as is a large compass. The Mercury SmartCraft control box is one of our favorites and in the Corsair 36, is ideally mounted. Ahead of that is the joystick for the bow thruster system to make docking maneuvers easy and convenient.

Toward the centerline, Chris-Craft has integrated a Raymarine electronic navigation system and they’ve thoughtfully left a little extra dashboard room for accessories that an individual owner



↑ The helm is laid out with a skillful blend of traditional and contemporary elements from the classic wooden wheel, machined dashboard panel and analog instruments to the modern Raymarine multifunction navigation display. ↩ The Bimini top shelters you from the sun and it stows effortlessly in the engine compartment; ↗ The double width helm seat adjusts fore and aft plus, the flip up seat bolster lets you see up over the windshield.



may want to mount. With the French-stitched trim and genuine teak wood accents, Chris-Craft has done a great job of integrating both traditional and modern design elements into a boat that is obviously built to be driven.

Opposite is the companion seat and again, it's wide enough to accommodate two people and has the same rich upholstery. Chris-Craft has integrated stainless steel handholds right into the design of the seat plus there are grab bars on the interior sides as well. It looks great and it will certainly add to passenger comfort at high speeds. There's a place to put your charts under a clear Plexiglas sheet. They have also integrated a set of stainless steel and teak steps into the bulkhead.

The handsome polished stainless steel windshield frame has a section that swings open and you can easily go up the steps to the deck forward.

The latest design thinking in larger power boats places an emphasis on above deck living accommodations. The Corsair 36 was built around

SPECIFICATIONS

Test boat engines: Twin MerCruiser 8.2L HO V8 engines with 430 hp each, sequential fuel injection with Digital Throttle & Shift and Mercury SmartCraft systems, Bravo 3 sterndrives.

ENGINE RPM	SPEED MPH
1000	7.1
1500	9.2
2000	10.5
2500	16.6
3000	24.8
3500	31.5
4000	36.8
4500	42.1
5000	44.0

CRUISING SPEED rpm / mph
3,500 / 31.5 mph

SPECIFICATIONS:

LENGTH: 38'2" / 11.63 m
 BEAM: 12'6" / 3.81 m
 WEIGHT: 19,500 lbs / 8,845 kg
 FUEL CAPACITY: 286 gal / 1,083 L
 WATER CAPACITY: 50 gal / 189 L
 WASTE CAPACITY: 27 gal / 102 L
 PRICE, BASE: Heritage Edition \$522,838 USD

Test boat provided by and price quoted by:
Chris Craft, www.chriscraft.com

Performance data supplied by the factory.

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Here, the forward cabin is made up as a dining area although it can be a double berth but we suspect most owners will use the master cabin as their quarters leaving this for dining and guests.



The fully equipped head is standing height, bright and roomy for your comfort either as a day head or for those occasional overnight trips. The entire stern area has an electric lift for top storage and engine access, available at the push of a button; The Corsair 36 is fast and just beautiful to drive with precise handling, a soft ride and rock-solid construction.



offering a single level from the helm to the transom and swim platform, so that everyone is included in the party.

A great feature is that the Corsair 36 boasts a generous aft seating area with an electric table that will rise from the floor to cocktail height and then with a push of a button, extends to full dining height. When not needed, it stows virtually undetected, electrically lowering into the floor.

In our test boat, lovely teak flooring was everywhere; great to look at and soft on bare feet. One glance tells you this is the real deal, not a synthetic.

Adding convenience for cockpit entertaining, there is a refreshment area on the port side that includes a refrigerator and sink while to starboard is an icemaker.

There is a Bimini top to keep you out of the sun and it stows effortlessly by the push of a button right into the engine compartment leaving a full clean interior area unencumbered by top bows and hardware. It's a neat system. The entire stern area has an electric lift for top storage and engine access. All systems and plenty of storage too, are available at the push of a button.

Cabin access is through a sliding

door that pockets away neatly with an attached screen to allow for bug-free ventilation. The galley is just to port and features an Isotherm refrigerator, microwave, two-burner stove top under a cover and a stainless steel sink, also under a cover to maximize food prep space. The counters are an attractive new material called Aronite.

Three drawers and several lockers provide ample storage for glasses, cutlery, spices and provisions, especially considering that most owners will treat this as an elegant day boat.

In the forward vee area, there is an LG flatscreen television, convertible dining table and abundant storage in the side lockers. You could easily seat four to six around the table here and a new skylight runs the entire length of the forward deck to bring in maximum natural light.

The spacious private midship master sleeps two in comfort and we would guess that most owners will treat this as the master stateroom, leaving the vee area set up for dining although that space can convert into another double berth if guests are joining you.

To starboard is a private head featuring a grab bar, towel rack, teak

grate floor in the shower area and an attractive white porcelain sink in the vanity top. A skylight brings in daylight while a well-located mirror facilitates make-up and shaving.

The test boat included a 7kW Westerbeke gasoline generator to ensure an adequate supply of power at all times.

When it's time to go, just fire up the twin MerCruiser 8.2L engines and head out. These are Mercury blocks built specifically to power big boats and with 430hp each, the Corsair 36 flies. Our test driver said the boat is fast and just beautiful to drive with precise handling, a soft ride even in ocean conditions and the construction felt rock-solid.

The Chris-Craft Corsair 36 would make a terrific downtown boat. Keep it at the yacht club and with little effort, and you could fly out to the islands in no time. The same thing applies if you were to dry-slip it in Georgian Bay.

Just meet your friends or family at the boat, load in your refreshments and make your getaway to your favourite anchorage in record time. For the right owners, this boat will be pure pleasure! ■

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Don't Bug Me!

By Andy Adams

T I'M ON VACATION!

Things can turn ugly in paradise when you finally reach that secluded anchorage. You set the hook and kill the engines, but the buzzing sound continues...you are not alone!

Black flies, mosquitoes, wasps and of course, the little army of invisible spiders that you accidentally brought with you, all emerge in the stillness, buzzing around looking for something, or someone to munch on.

Hopefully, you packed the AfterBite, lotions, antiseptic, cotton balls, antihistamine for those with allergies, BandAids and other first aid items, but the best route is to protect yourself from being bitten in the first place.

Mosquitoes harbor more than an excruciating pinprick—West Nile virus and other diseases can lurk deep within this summer pest. If you plan on cruising to remote areas, consider buying an Insect Blocker™ top made by Columbia. West Marine sells these and it's not just for bug protection.

The Insect Blocker™ top has Columbia's Omni-Wick™ technology and their Bug Shield Long-Sleeve shirt is outfitted with superior moisture processing to keep you dry and comfortable. It has mini-mesh fabrication to keep the fresh air constantly flowing through. The ergonomic design includes a drop tail in back for crucial coverage of your lower back when you're bending over.

There are also many simple steps you can take, using environmentally friendly products that will reduce the number of pests on board.

If you are really "green" start with "Spider Away" made by StarBrite. This non-toxic formula "shoo's" spiders away from treated area without harming them. In fact, the makers claim Spider Away will not harm any marine surface and it is safe for use around people and pets.

If you want to take it a step further, a recently introduced product that is spreading across Canada is "BugTek". We first saw this at the 2011 Port Credit Boat Show where the salesman actually sprayed some in his hand and licked it! Although he is still alive and well, he doesn't recommend doing this. The formulation apparently targets only cold-blooded organisms, so spiders and insects are in trouble, but it does not harm warm-blooded organisms such as humans or pets.

The product is residually effective and can continue to kill bugs for over 4 weeks, depending upon conditions. Being odourless and non-staining, it is particularly suitable for application in enclosed spaces. If you catch your boat early in the spring, you can spray the cabin, under the boat top, bimini, sailbags, etc. A good suggestion is to spray your boat every long weekend. Three applications throughout the summer can keep those spiders

under control for the whole season. That way you can reduce those black spider droppings which can damage the fiberglass surface. Incidentally, you can spray for fleas and ticks as you never know who may be hitching a ride on your pet, on you, or your guests. You can never be too careful.

If you were not already aware of this, the spider droppings, mixed with rainwater can be so acidic that they can literally burn into your gelcoat, permanently damaging the fiberglass finish. The same problem exists with bird droppings. This can be very damaging and the hot summer sun really bakes the "poop" onto your deck!

StarBrite makes "Bird & Spider Stain Remover", a product that softens and dissolves hardened spider and bird droppings so that they can be rinsed away.

There are a number of product labels now that attest to, or at least claim to be environmentally friendly and we are not the authority on that, but we strongly encourage you to shop with care, investigate the products you plan to buy and ensure that people and pets and the environment will not be harmed by your choices.

Across Canada, the past winter was very warm with record low levels of snowfall. Combined with a warm, early spring, we are seeing many more insects than usual and you will want to be prepared! ■

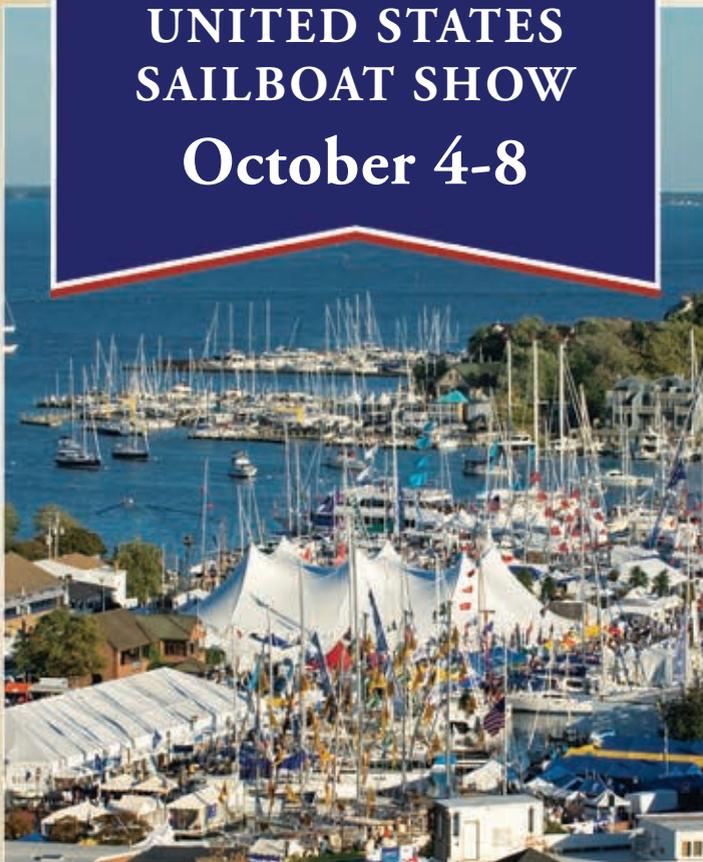


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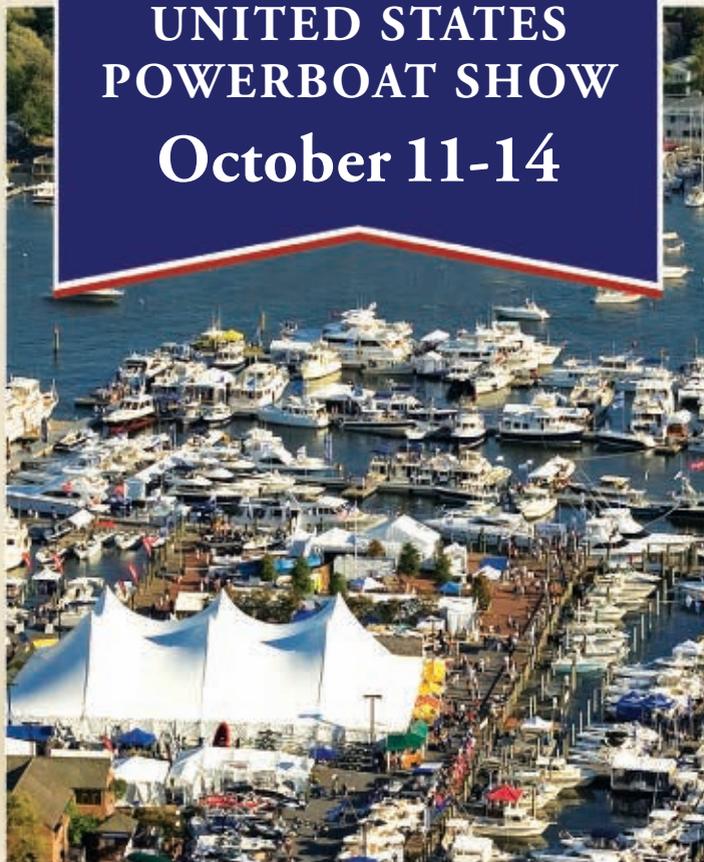
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↳ Cuthbertson and Cassian designed, Erich Bruckmann built custom 50 footer *Inferno*, racing in SORC in 1967. With her smaller 40' sister *Red Jacket*, *Inferno* would help to establish a reputation for Canadian quality in both design and construction that would lead directly to the formation of C&C Yachts two years later.



OUR HOME and NATIVE BOAT

THE 2012 C&C YACHTS REUNION AND CONFERENCE BRINGS
CANADA'S GREATEST SAILBOAT BRAND BACK TO LIFE

by John Morris

IS THERE A C&C ON YOUR DOCK? YES. DID YOU EVER RACE AGAINST A C&C? LIKELY. DO YOU OWN A C&C? DID YOU EVER OWN ONE? THE CHANCES ARE EXTREMELY HIGH THAT WE HAVE NOW INCLUDED EVERY ONE OF THE CANADIAN SAILORS AND CREW OUT THERE IN THE CANADIAN YACHTING NATION.

Each and every one of us has certainly had contact with this famous brand. I don't own one, but I race against a C&C 27 and a Viking 28 every Wednesday. I crewed on a 41 at Youngstown one summer. My first boat was built by CS, another Canadian builder that followed the example of their rival C&C, building pretty, high function fiberglass boats that populated clubs and marinas across Canada. I am reasonably confident that your experience, while not the same, nonetheless included a gamut of C&C related contact.

More than any name among the cars we drive, the brand of refrigerator we open or the shoes we wear, the C&C identity has touched virtually every Canadian who sails, or has sailed in the past 40 years. It is part of our heritage both as a country and in our individual experience.

Just about every C&C craft built over the company's life is still afloat and that includes more than 1,000 C&C 27 plus hundreds 24s, 25s, 29s, 30s, 32s, 3s and 4s. The Ontario 32 and Corvette (both Cuthbertson and Cassian designs) and the 35 still sail on, as do hundreds of larger models. There are thousands all over the world including many that sail under other brand banners—like the 350 Trapper 27s built in England. They are essentially your classic C&C 27 and every bit as popular

in the UK as they are here.

C&C averaged around 1,000 boats a year according to its founder, George Cuthbertson and at its height commanded 50% of the Canadian market and an astonishing 20% of the market in the US (there were a lot of domestic builders in the US and yet C&C kicked.) As George points out, this was not a case of cheap imports to America; during that time the Canadian dollar was above par and the company was paying the best wages in the industry. The success came from leading in technical design and manufacturing efficiencies.

In a low key, Canadian kind of way, C&C rose quickly to dominate North American boat builders, yet remained basically invisible to us since they have always just been there. After all, fish can't see the water we swim in. But C&C Yachts ruled not just the Canadian boat industry, but set a standard for the world from the late 60s to the early 80s.

C&C REUNION IN HAMILTON

A lot of perspective on this historic company came into focus at a reunion held this April at the Royal Hamilton Yacht Club in Hamilton, Ontario organized by the Marine Museum of the Great Lakes at Kingston where the C&C Collection of over 4,000 drawings, plus records, photos and memorabilia is archived. The event brought a roomful of C&C alumni together to both catch up on collegial love 'back in the day' but also to look at this amazing company and its accomplishments. And its demise.

The weekend included good social events, but became really interesting at the panel discussions. To distill a full day of the thoughts of many

of Canada's top boating designers, builders and marketing folks—most of whom are still leaders in the boating world - into a few words is a tough assignment, but here goes. C&C combined leading design, innovative manufacturing and a marketing team based in on-the-water knowledge to produce the world's best boats for two decades. They are a pretty modest group, but yes they were that good.

THE LAST WORD GOES THE PEOPLE WHO WORKED THERE

At the event, we fired up the Canadian Yachting video network to interview a number of those in attendance. We certainly didn't interview all the big names at the event, but the ones we caught nicely captures the spirit of the company and its creations.

Chuck Bentley – a wildly enthusiastic big boat competitor who managed C&Cs custom division with Eric Bruckmann. On a personal level, Chuck owned a C&C designed, Belleville Marine built Corvette, a Hinterholler built C&C 35, and two boats built by the C&C custom shop that he acquired second hand. Chuck said, "Of those, Manitou was my favorite, just because it was a great sailing boat. Of their entire range, I think the C&C 61 was their breakthrough boat, because it displayed their expertise up in whole world, not just Canada."

"C&C set the standard of what people came to expect. They defined the racing-cruising genre."

Don Green – arguably C&C's best customer. They built three yachts for him over his sailing life—he started up with a 35-footer then stepped up



➤ Don Green's *Evergreen*, winner of the 1978 Canada's Cup and survivor of the 1979 Fastnet Race, reaffirmed C&C's innovation in design and construction.

➤ The C&C Design Group in 1973, at the point when George Cuthbertson would soon take on the presidency of C&C, leaving the design responsibilities to Rob Ball and the Design Group. From left to right, Mark Ellis, Steve Killing, Rob Mazza, Tony Godwin, Ruth Gard, George Cuthbertson, Ruth Smith (Coombs), Len Cox. George Cassian took the photo.



➤ The attendees of the Saturday night C&C Reunion gathered on the front lawn of the Royal Hamilton Yacht Club. People came from as far away as Seattle, Vancouver, Winnipeg, Florida, Michigan, and New England to attend this gathering of old friends and colleagues. The attendees of the Reunion formed the basis of the four discussion panels for the C&C Conference on Sunday, also at RHYC.

to a 36. Then he opted for something "more adventurous." Don decided to take on the Canada's Cup against the United States and he commissioned C&C to build a flat-out racing machine and from all accounts gave the company carte blanche to make it happen. Don said, "Of course I love *Evergreen* but *Red Jacket*, the SORC winner in 1967 was the boat that really caught my attention and the world's."

"*Evergreen*, was a great success story going on to win the Canada's Cup and setting the standard for high-tech design and manufacture at the time. We had a lot of fun, we had a lot of setbacks and a lot of steps forward but through it all, what a team to work with!"

Mark Ellis – started as a designer at C&C in 1970 and went on to become the sales manager for the custom division until 1975. Like so many C&C alums, Mark went on to a high impact career designing a fleet of successful sail and powerboats including the *Niagara 35* and *Limestone 24*. Mark told us, "In my view the most significant boat was launched just before I joined. *Manitou* marked a change from the narrow *Red Jacket* design into beefier boats with wider sections aft

and forward that were very good power reachers as well as upwind—that changed the C&C design philosophy."

"I came to C&C from the US Northeast and I had seen a lot of top builders there. C&C's design and production was way ahead."

Don Finkle – signed on fresh out of school at RCR Yachts in Youngstown NY, one of the largest dealers during the company's entire history. Don is the founder of the Youngstown Level Regatta, the best freshwater regatta anywhere. he said, "To me personally, the most significant boat was the C&C 29 that came out in the fall of 1976. The class association we started is still active today. I loved that boat because we had such close one-design racing."

"To work with the best designed, best performing boats in North America making customers really happy was a joy."

Mike Vollmer – design office 1974- 78. Mike was project manager on *Dynamo* and *Cricket*, the C&C 29, most of the racing spars of the time. He said, "The C&C 43s were a lot bigger boat in terms of loads—big strong boats. The 61s were the same, even bigger. *Evergreen* with

its F-board and other composites led the way to the high tech boats of today"

"It was a fabulous place to work with the brightest people! The cruisers of today look like the racers of the 60s and 70s—light commodious boats that are easy to sail. C&C led the world and changed boats forever."

Rob Turner – joined in 1979 to open a sales office in eastern Toronto, then C&C retail in Port Credit then moved to Niagara-on-the-Lake and left C&C in 1995 well after the company had been sold. Rob commented, "*Evergreen* was the definitive boat. There were so many breakthroughs in terms of the design and construction. The sails were 'green garbage bags' the first Mylar sails ever used."

Steve Killing – joined C&C's design office straight out of university in 1972 until 1979. Steve said, "*Evergreen* was very important—light, very beamy. I worked on it then sailed on her as foredeck. The C&C 40 was a great cruiser racer, esthetically very pleasing. The 27, 30 and 35 were designed before I was there, but those are the classics and are still in great demand even though they're 30 years old." ■

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CHARGING PART III

by Robert Buller

IN CHARGING PART I, WE LOOKED AT BATTERY TECHNOLOGY AND OPTIONS. IN PART II WE REVIEWED THE PRIMARY CHARGING SYSTEM, SHORE POWER AND THE UBIQUITOUS SHORE CONNECTION CORDS. IN PART III, WE LOOK AT ONBOARD CHARGING SYSTEMS.

BATTERY CHARGERS

With an external power source, batteries still need a charger, and choosing one is a daunting task, simply because there are so many available, all are “black boxes”, with confusing spec sheets.

Some brands are well-known, others are obscure. Conversations with friends will probably confuse more than enlighten. Retailers will promote what they carry and have lots of horror stories about choosing incorrectly. Some of those stories might be self-serving, but there may be elements of truth as well.

To start, all battery chargers transform the power from the source—almost always alternating current—into direct electrical current that reverses the chemical reaction in the battery and restores its electrical power. Whatever the battery type, the charging profile needs to be specifically matched in charging voltage, current (Amps) as well as the time duration at each step.

The concept of charging steps, or stages is important. All batteries—particularly lead-acid ones—will work best and live longest with a 3-stage charging profile. The first stage, called bulk, puts in maximum voltage and current but only for a fairly short period, a third of the charging cycle or less. The next stage, absorption, holds charging voltage constant and reduces current levels, but it does the majority of the charging. When the battery is about



Note that not all electronics are “black boxes” as the Mastervolt product lines all carry their trademark teal colouring. Shown here is a multistage “smart” charger designed to be bulkhead mounted.

95% charged the charger changes to float profile, much lower voltage and current, but it will maintain that small but constant indefinitely. This is sometimes called a “trickle charge”. This will maintain a charge, or it will actually charge any battery, but it will take many hours to do so. More detail, including graphics, is available from Battery University a comprehensive reference on all things battery related.

How does the charger know what profile to use? The first step is for the user to select the battery type on the charger—usually a manual switch that sets the particular 3-step profile. The next step is up to the charger—“smart” technology senses circuits and measures the state of the battery bank and applies the appropriate voltage, current, and time period. The charging system constantly monitors the state of the battery, and for this reason alone, common, inexpensive one-stage automotive chargers, even well-known brands, should be avoided. They are too

much a “blunt instrument” and should never be used on marine battery banks. Instead a more sophisticated multistage “smart charger” is needed.

The charge profiles are different for different battery types. Flooded lead-acid batteries are the easiest to match, but gel, AGM and Lithium ion all need specific and sometime quite different profiles. Some battery manufacturers call for different profiles than other manufacturers, even within the same battery type, another reason to get professional advice. If a new charger is being considered, check if it is compatible with the battery bank, and vice-versa. Professional advice is valuable, as is direct contact with manufacturers.

Many battery chargers today are available combined with an inverter, a worthwhile combination as it ensures compatibility of these two components and saves space and minimizes wiring. Inverters and chargers do completely different jobs however. While a charger

simply re-builds battery capacity, an inverter is an output device. Batteries create direct current (DC) which is fine for most marine electrical components, marine radios, navigation electronics, even marine pumps and refrigerators, but household appliances, toasters, blenders, microwaves, stoves and ovens, etc. all need alternating current (AC). It's the inverter's job to turn the DC battery output into the needed 120-volt (household) current for appliances. That is not an easy job, nor an inexpensive one. The drain on a battery bank for these household level currents is severe, a ratio of at least 10 to one—all of which increases the demands on the battery bank, which necessitates further charging.

There are a great many inverter/charger brands on the market. Brands include MasterVolt, Outback, Xantrex, ProMariner, Charles, and dozens of others. The key is not the brand itself but the performance specs that need to match the electrical load of the boat and the battery size and type. Again, professional assistance is a must, as is contact with appropriate manufacturers.

PERMANENT GENERATORS

Boaters with larger vessels or ones with a larger electrical needs will soon decide on a permanent generator. For marine applications there are a number of manufacturers including Northern Lights, Onan, Westerbeke, MasterVolt, Fischer-Panda, Next Generation Power, and a number of others.

Generators are needed for the increasing large house current electrical load for refrigeration and cooking, for example, as well as for charging the battery banks that are found on most power-boats and larger sailboats. Almost all of these fixed generators are powered by small diesel engines, the most well-known by Kubota. They are coupled to a dynamo producing the charging electrical current. Outputs vary according to the battery bank needs, but most common sizes for recreational boats are between 5 and 15 kW. The major efforts of manufacturers today include increasing reliability and in reducing noise, the latter is found with more sophisticated sound shields and vibration free shock-mounts.

For better reliability manufacturers are finding ways to lengthen belt life by reducing revs. 1800 rpm is more common today, down from 2500 to 3500

previously. Diesels are already fairly reliable, but the occasional use pattern of most recreational boaters puts a great amount of uneven wear on critical components. Most important is clean oil, and most manufacturers recommend oil and filter changes every 100 operating hours. Many generators have Hobbs meters to make record keeping easier.

If a new generator is being

considered the most care should be given to sizing it correctly and matching it to the battery bank involved. Flooded batteries need longer charge times at modest current, but gel, AGM, and LiION batteries can use a higher current and shorter duration charge. A higher capacity generator may be indicated in these applications.

Care should be taken, however

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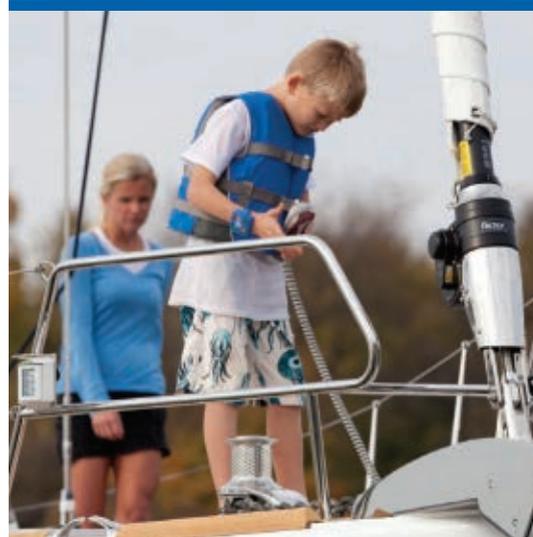
to match unit capabilities closely, as installing a higher capacity than is needed is not wise. Running a generator at less than ideal load can cause premature wear and early replacement of components. Most boaters want to have as little noise as possible from their generator set, as do their neighbors in remote anchorages. So noise-canceling is important. Some generators are so well noise-cancelled that the only sound is water being pumped from their cooling system. That's quiet, but some models can even be installed with an under-water exhaust that is essentially silent. At a premium price, of course.

Existing generators are a classic compromise. They produce 120v house current for appliances, then covert to DC (rectify) to charge batteries. Transitional losses abound. But one more option is available, a DC generator. Without needing to convert current from AC back to DC a new DC generator can operate at higher efficiencies, with less time and cost to operate. This choice means running most electrical systems by DC and others through the inverter from the battery bank. This needs a larger battery bank, but is a system that works well with high output Lithium ion batteries. This is the preferred solution of Coastal Craft, for example who have found the ideal match of lithium ion battery bank and DC generator to give electrical performance but

minimizes charging times.

As with many things mechanical and electrical, professional installation is a must. Far too many generator sets are installed poorly and the DIY crowd is not sufficiently skilled for this equipment. Leave it to the pros. Particularly, water-lift mufflers are easily installed incorrectly and are a peril to the engine itself as cooling water can be siphoned back into cylinders with disastrous results.

Care should be taken on size and weight, as well as noise. Most boats will use up space for mechanical systems fairly quickly. Access is critical for routine maintenance and sound shields need to be easily removed and replaced. Engines and generators are heavy and bulky meaning dimensions are as important as performance specs. We're impressed with the size-weight-performance of the Fisher-Panda and the MasterVolt lines for example. The physical footprint and overall installed weight of generators can be critical to the performance of sailboats and smaller craft, so careful shopping is advised. ■



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The Nepean Sailing clubhouse from the water on a calm evening.

Nepean Sailing Club

BIRTH OF AN INCLUSIVE AND ACCESSIBLE SAILING CLUB

By Kate Stone

ONCE UPON A TIME THERE WAS NOTHING..... AN EMBANKMENT, A DOZEN OR SO YARDS OF UNDEVELOPED LAND, AND A SHORELINE OF SHALLOW, VERY EXPOSED WATER ON THE OTTAWA RIVER. THAT WAS THE BEGINNING OF THE NEPEAN SAILING CLUB: NO BREAKWATER, NO DOCKS, NO CLUBHOUSE, NO YACHT BASIN... AND THIS IS WHERE THE STORY BEGAN.

In December of 1978 “three guys from Harlowe Avenue”; Bill Mantle, Jim Leeson, and Keith Cattell, organized a Community Sailing meeting because they were tired of waiting around for the Nepean City Council to develop a marina. The council thought that boaters were just people who sat around on their yachts and drank martinis and they didn’t want to be associated with that image.

The “three guys” rallied the community and decided to immediately establish a sailing club. “These efforts soon paid off. Less than a month later, on January 9, 1979, the Nepean Council voted 7–0 to commit \$90,000 toward the construction of a ‘sailing marina’ on the Ottawa River... the facility would be run by the recently formed Nepean Sailing Club (NSC),” recalled Michael McGoldrick.

When the ribbon was finally cut, on July 29, 1979 there were 120 families signed on (350 people) who paid an annual membership fee of \$50/family or \$25/senior. Bill Mantle was elected the very first commodore, many say because

he had by far the most experience of anyone in mooring a boat in Graham Bay! You could land a dry sail spot for \$30 and a dandy swing mooring for \$40. The only draw back of the swing mooring was that when a strong wind came up, you had to run down to the club and check to see that your boat wasn’t bouncing along the rocks. You also had to figure out how to get back to shore, especially if you didn’t swim! One of those early members, Roberta Hayley, remembers sometimes hearing distant voices in the evening hours calling, “Could somebody come and get me?”

Members thought they had died and gone to heaven when the black plastic dock (which was constructed in the City of Nepean’s workshops) was completed and anchored in the harbour. They now had somewhere to land their dinghies and tenders.

By 1983 the breakwater was largely completed and the dry sail compound was in place. They dredged the harbour and put the soil in the compound so that the bottom of the harbour became the top of the dry sail area. This all took

a lot of hard work and that year symbolized the coming of age for this small community sailing club. But as we all know, the hard work is always followed by a social gathering that ranged from BBQs to pizza parties where the beer flowed, songs were sung, and everyone had a great time.

Today, the club boasts over 1,000 members and hundreds of boats that pour out of the basin during the summer to enjoy the water. Located in a corner of Graham Bay at Dick Bell Park on Lac Deschenes in the Ottawa River, the Nepean Sailing Club in Nepean, Ontario has made it easy for Nepean residents to have convenient access to the Ottawa River.

The current Commodore, Peter Bradley, has initiated and led extensive discussions with the board and club members to come up with a vision and mission statement. Their four Pillars of Success focus on Racing & Cruising, Sail Training, Membership Services, and Facilities which are all laid out on their website at www.nsc.ca. This wonderful foresight will bode the club well as they expand and improve their present facility in the years to come.

NSC has some very unique programs that have made them distinctive among other sister sailing clubs. Probably number one in the eyes of many is

The power of 7

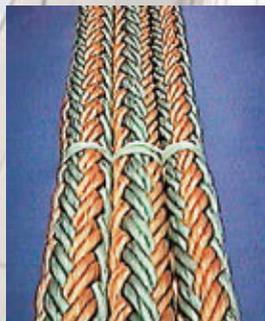
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Learn to sail starting out in the calm harbour let's adults be kids!



Sailors with disabilities preparing to board with the hoist. This year the club is proud to host the 2012 Mobility Cup.

the support and sailing facilities that it offers to persons in the National Capital Region with disabilities. Their clubhouse is fully accessible and there has been a transfer lift installed on the dock. These facilities allow a person with any disability to experience freedom in the club's sailboats that are designed for independent sailing. Their commitment to sailors with disabilities is paramount. As Wendy Zatylny, director of the club's PR points out, "We are proud to host the Mobility Cup in the summer of 2012. NSC is a centre of excellence for able sailing in Ontario, and our sailors regularly compete in international regattas such as Miami OCR."

The club is open year round, which helps to keep the sailing community together. There are Friday night buffet dinners with a band, a Winter Speaker's Series (which has featured such notable sailors as Derek Hatfield, Diane Reid and

Paul Henderson), David Searle's racing seminars, and a francophone mini-series. Once the summer starts there is the June Nepean One-Design Regatta (NOD) which is rapidly becoming a North American success story for dinghies as well as keelboats. Their Easter Seals Regatta has raised 25% of Ottawa Easter Seals' financial needs for the year.

When there isn't a social event going on in the winter, the gang shows up on the shoreline to sail. Sail, you say, in the winter, in Ottawa?? Are you crazy. It's Ottawa, the water is frozen!! If you are an ice boater, then that's perfect!

"When the ice is right and the wind is up, just come down and go sailing. And when you want to warm up, you can sail right up to the bar and have a drink," exclaims ice boating enthusiast, Hugh Morrin. He tries to get his ice reports posed in a timely manner, but sometimes he doesn't have time because he's too busy iceboating.

But what if you don't know how to sail? NSC has one of the largest sailing clubs in Canada, based on membership numbers and boat count. You can do a week long "wet feet" camp for 6-8 year olds, high performance racing for 15-19 year olds, and offered for the first time this summer, is adventure sailing where participants will learn how to plan a sailing camping trip. "They will sail from the club and either picnic or camp out

overnight on one of the islands upriver," enthuses Hugh McGugan, the NSC Youth/Learn-to-Sail Director.

Don't have a boat to sail? Members can access a sailboat without spending the time and money associated with boat ownership in the "Sail Share Program".

Probably the most unique event of the summer is the "Bring on the Bay Swim". All you have to do is swim across Britannia Bay from the Nepean Sailing Club to the Britannia Yacht Club. There are over 400 swimmers who compete in this milestone on the competitive swim circuit.

This is a club that is very much volunteer-driven, with over 15,000 hours of volunteer time put in to run the club, launch and haul out boats, maintain the pavilions and the grounds, and run the evening races and numerous regattas. Wendy put it well when she said, "Ultimately, we're about extreme volunteerism, kick-ass regattas, and contributing to the community of both sailors and the community at large. We're a thriving and dynamic club, and we have a lot to be proud of."

I think they do too. Drop by and visit and maybe you too, will want to join in! ■

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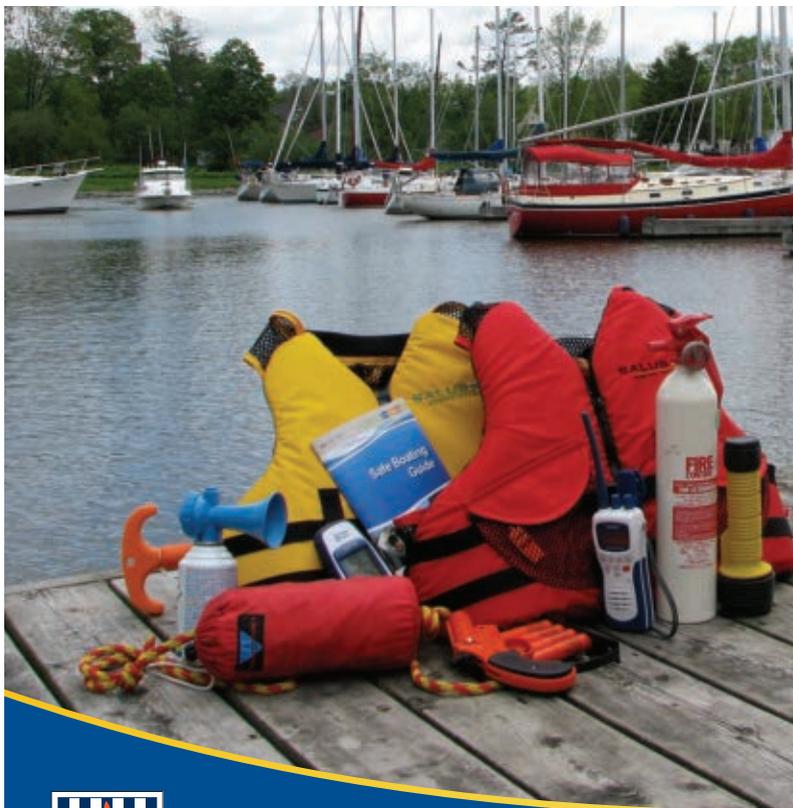
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▶ Gordon Cook
and Hunter
Lowden, 49er.



Countdown to LONDON 2012

By Paddy Boyd, Executive Director

“THE IMPORTANT THING IN LIFE IS NOT THE TRIUMPH BUT THE STRUGGLE, THE ESSENTIAL THING IS NOT TO HAVE CONQUERED BUT TO HAVE FOUGHT WELL.”

WHEN HE SPOKE these words, Pierre de Frédy, Baron de Coubertin, recognized as the founder of the modern Olympic Games, could not have envisaged that the initial event with nine sports and 14 nations would grow to include 33 sports, 200 nations, and 13,000 athletes. Nor could he have foreseen the multi-million dollar industry that the Olympics would become or that the triumph would become more important than the struggle—at least in the eyes of those who provide the majority of funding.

Members of the Canadian Olympic sailing team have fought well for their places. David Wright, representative in the Laser Class, rose to the very robust challenge laid down by Chris Dold to include four race wins on his way to 3rd place. Danielle Dube, the first Nova Scotian to qualify for London 2012, held off the challenges of former Olympian Lisa Ross and upcomer Isabella Bertold in the Laser Radial. We are in awe of the class of Chris Cook, forced to retire from the Finn qualifier through illness and then immediately putting his entire resources at the disposal of Greg Douglas. The personal sacrifices made by Mike Leigh and Luke Ramsay in the 470 class, the former, once the leading contender in the Laser class, forced by back problems to switch to the 470, the latter taking on the challenge of dropping his weight, to develop their skills in a short period of time to qualify at the last hurdle.

Our Star sailors, Richard Clarke and Tyler Bjorn, have addressed the challenges that face the more mature sailors: the delicate balancing act that is work/life/family/future, to arrive in Weymouth with a realistic opportunity to feature in the medal race. So, too, Nikola Girke, the RS:X

windsurfing athlete, who inspires us all with her dedication and commitment giving all for her country. Zac Plasvic (RS:X) is another returning Olympian, who will be working hard to improve on the 2008 result. Gordon Cook, also part of the 2008 team, is now partnered with Hunter Lowden in the 49er.

These 11 athletes could not have made it to the starting line without the wide support network of family, friends, sponsors, donors, coaches, fellow competitors and the CYA's High Performance team. Own the Podium, coordinating the efforts and funding of Sport Canada, Canadian Olympic Committee and the National Sports Centres, are the primary source of funding for the team. However, without the generous support of the Phelan Foundation, through Wind Athletes, the path to the Games would have been much more arduous. CYA has also been able to equip the team with the latest in technical and podium wear, thanks to Gill, while the guys at North Country Marine have kept our coach boats in good condition with the support of Mercury. Sperry has provided technical footwear.

In addition to our core national team coaching staff, the Canadian Olympic sailing support team will also include coaches Kevin Stittle, Ben Remocker, Jason Rhodes and Nigel Cochrane. Also on the ground helping to organize the team and ensure things run smoothly will be athletic therapist Alicia Crelinsten, meteorologist Eric Holden, sports psychologist Colin Guthrie and high performance coordinator Colleen Coderre. To follow your Canadian Sailing team check out www.canadiansailingteam.ca or www.sail-world.com/canada. Be sure to check out the next issue of Canadian Yachting Magazine for coverage on the Canadian Paralympic Sailing Team, we'll be profiling our athletes headed to the Paralympic games in the 2.4m, Sonar and Skud classes, don't miss it!



← top: 2012 Canadian Olympic Team; Greg Douglas, Richard Clarke, David Wright, Tyler Bjorn, Nikola Girke, Zac Plavsic, Danielle Dube, Hunter Lowden, Mike Leigh, Gordon Cook absent: Luke Ramsay. ↩ bottom left: David Wright, Laser. ↓ bottom middle: Danielle Dube, Radial. ↘ bottom right: Greg Douglas, Finn.



TOP: JIM ROSS; BOTTOM LEFT: ONEDITION; BOTTOM MIDDLE: DANIEL FORSTER; BOTTOM RIGHT: FINNCLASS.ORG

Canada enters the Olympic sailing competition with a blend of youth and experience carrying our hopes for performances that will reflect well on the individual athletes and give all of their supporters a warm feeling for contributing to the cause. Here at CYA we believe that the team has received and will receive the best possible support that we can provide. And while the funding masters may no longer subscribe to Baron de Coubertin's ideal, we wish our sailors the best of luck, knowing that they will "fight well".

DAVID WRIGHT

Born: Montreal, QC

Hometown: Toronto ON

Yacht Club: RCYC

Boat: Laser

Achievements: 6th at Sail for Gold, National Champion 2002

Education: USMMA

When David was 10 he entered the Hudson Learn-to-Sail program. At 13 he joined the Hudson Yacht Club race team and raced a Laser Radial, though it was quite a lot of boat for a small sailor. The next year he was generously loaned a Byte by the Miranda Memorial Fund, and that year won the Canadian Championship and finished third in the Canadian Youth Championship.

A family move to Oakville in 1997 enabled David to join the Royal Canadian Yacht Club High Performance Team. There he found himself surrounded by a group of very motivated sailors many of whom are still sailing with him today. There, David switched back to the Laser. The results soon followed. The following year he won the Laser Radial Midwinter's East and later that summer he competed at his first World Championship finishing 11th at the Laser Radial Youth Worlds.

When David graduated from youth sailing he became involved in college sailing and spent four years at the United States Merchant Marine Academy, Kings Point, New York learning about the shipping industry and representing the academy at college events. His entire 3rd year at college was spent on a merchant ship travelling the world. David won a national championship in 2002, earned an honourable mention All American as a sophomore and was also an All American as a senior. Additionally he sailed in the Laser

Radial Worlds in 2002 finishing 4th.

Upon graduation David decided his sailing career was not over. Back in Canada he joined the Canadian Sailing Team and campaigned actively for the 2008 Olympics, competing for Canada on the World Cup circuit with some good results. However, the efforts fell short and he was forced to watch the Olympics from home. This strengthened his resolve to return to sailing with a determination to make no compromises. David won the 2008 Laser North American Championships in dominant fashion, and in 2009 set his sights on making an impact at the World Championship held in Halifax, Nova Scotia. After a year of training, he finished 6th, making him one of the only two Canadians to have finished in the top 10 at a Laser Worlds since it became an Olympic class.

In 2010, David finished 6th (having won the medal race) at the Sail for Gold regatta at the only World Cup event at the London Olympic venue. As the momentum continues to build, David earned his first World Cup podium result to start the 2012 season. With growing confidence, a new and inspiring coaching staff, and more determination than ever, David is now totally focused on winning a medal for Canada at the Olympic Games in London in 2012.

DANIELLE DUBE

Hometown: Glen Haven NS

Yacht Club: RNSYS

Boat: Radial

Achievements: 2012 Miami OCR

15th, ISAF 40th, First Games

Education: Armbrae Academy

Danielle Dube is the first sailor from her home yacht club to compete in the Olympics. Sailing from a young age, Danielle progressed through the Canadian Yachting Association's Learn-to-Sail program, starting in Echos and Sunfish. Once through her basic levels, Danielle took up a crew position on the popular Laser II at age 12. She switched to racing Bytes for several years and then to the Laser Radial in 2005. Dube is an Armbrae Academy graduate and a member at both Royal Nova Scotia Yacht Squadron and St. Margaret Sailing Club. She is currently ranked 40th on the ISAF charts for Women's Laser Radial. Dube is interested in a career in Sports Medicine. ▶

VENUE:

WEYMOUTH AND PORTLAND NATIONAL SAILING ACADEMY

The 2012 London Olympics sailing venue is located 190 kms south of London at the Weymouth and Portland National Sailing Academy. This first class venue hosts events all year and is wonderfully equipped to handle the Olympics and its huge influx of competing boats, sailors, shore crews, coach boats, coaches and spectators. The venue was erected in 1999 at the site of a former naval base. Since its inception, it has grown into a modern facility that sets the bar high for other sailing scenes. It incorporates solar panels to produce 25% of its electrical use and rooftop rainwater collectors for washing boats. This is the club that the UK's famous "Big Ben" Ben Ainslie hails from. The sailing here is ideal thanks to the venues open reception to wind from all directions and a break wall that protects its harbour from large waves.

Weymouth Bay and Portland Harbour will be the venue for the Olympic and Paralympic Sailing competitions. It is the first London 2012 Games venue to be completed.

The venue is a combination of the Weymouth and Portland National Sailing Academy (WPNSA) and the adjoining commercial marina in Dorset on England's south coast.

It has kick-started the regeneration of the former Naval Air Station at Portland, now known as Osprey Quay, where new residential, commercial and marina facilities are already underway. It is an exposed spot at the western end of the English Channel, providing some of the best natural sailing waters in the UK, with facilities on land to match.

The site has already hosted numerous international sailing events, including the 2006 ISAF World Youth Championships attended by over 60 nations. Work to enhance the sailing facilities at Weymouth and Portland has been completed including a new permanent 250m slipway and new lifting and mooring facilities. The project was completed on budget and ahead of schedule, providing world-class facilities for elite athletes and the local community more than three years before the Games.

The National Sailing Academy will benefit from the improved facilities that the Games will leave behind, providing a state-of-the-art facility for elite training, competition and local community use. The modern facility also has a host of environmentally friendly additions including solar cells that produce 15-20% of the facilities

This use has already started: from a community program through to hosting the Olympic Windsurfing discipline, RS:X class World Championship in 2009. This events program is extensive and also included the hosting of the IFDS (Paralympic Sailing) World Championship in 2011.



↑ 2012 Canadian Olympic and Paralympic Team.

RICHARD CLARKE

Hometown: Salt Spring Island, BC

Yacht Club: Royal Victoria YC

Boat: Star

Achievements: 4 Time Finn Olympic Sailor, VOR, TransPac, Melges 24, TP52

Family: wife and daughter

Richard Clarke is one of Canada's most experienced Olympic Class, keelboat and offshore racers. Born and raised in Ontario, Clarke excelled in Finn sailing. He represented Canada in the Men's One Person Dinghy Heavy discipline and sailed a Finn at the 1992, 1996, 2000 and 2004 Olympics. During the decade and a half that Clarke sailed Finns, he attained the ISAF #1 world ranking and he was on the podium countless times, including winning a silver and two bronze medals at the 2004, 1994 and 1999 Finn Gold Cup regattas, respectively. He also won a gold medal at the 1999 Pan Am Games in the Finn.

Clarke carried the athleticism and tactical savvy gained from his Finn sailing with him to keelboat racing. He has been helmsman, tactician or trimmer for world championship keelboat and offshore teams including the 2003 and 2009 Melges 24 world championship team, the 2001/02 Volvo Ocean Race as the helmsman/trimmer for illbruck and the 2003 Daimler Transatlantic Race. Other feathers in his offshore racing cap include winning the 2003 Transpac Barn Door Trophy for the overall corrected time and setting a double-handed record with Philippe Kahn during the 2007 Transpac. The pair also was the first to finish and the overall winner of the 2008 Pacific Cup from San Francisco to Hawaii.

Clarke was the Canadian Yachting Association Male Athlete of the Year in 1993, and won the coveted Rolex Sailor of the Year Award in 1999. He won the Gerry Roufs Trophy in 2002 for achievement in international Offshore Racing. He was recognized as the British Columbia Sailor of the Year in 2010.

The most recent chapter in Clarke's sailing chronicles has barely just begun. At the end of 2009, he teamed up with Canadian Sailing Team member, Tyler Bjorn in the Star. Sailing a chartered PStar in their first regatta together, they were second in the 2009 Star North Americans. Some may have attributed the win to beginner's luck, but that theory was disproved at the Bacardi Cup where they finished fourth in an 84-boat fleet. With Bjorn tuning the boat and pulling a lot of the strings, the newlyweds went to Nassau where the wind blew like stink and Montagu Bay was frothy throughout the warm-up event and the Star Western Hemispheres. To go with their victory, Clarke and Bjorn won their first silver star. The momentum carried over to Europe where they were the early leaders of the 2010 European Championship, the largest Star regatta in history. In the end, they were third on count back in a very light air regatta.

Clarke has done a phenomenal job juggling family, Olympic Class and big boat sailing. He is helmsman on the Southern Cross 52, Vela Veloce, winner of the 2010 Rolex US-IRC National Championship. He manages and skippers the Wind Athletes Canada Open 60 program, O Canada. He is tactician on Mayhem, the Canadian TP52 and he is doing a formidable Star campaign and enjoying time on land with his family on Salt Spring Island in British Columbia.

LEFT: JIM ROSS



TYLER BJORN

Hometown: Montreal, QC

Yacht Club: Royal St. Lawrence YC

Boat: Star

Achievements: Mini 6.5, 2nd 2009 Star North Americans, bronze 2010 Star Europeans

Family: Wife Tara and two children

Tyler Bjorn was born into a family committed to fostering sailing in Canada. His parents met through the Royal St. Lawrence Yacht Club sailing program. For as long as he can remember, his summers were spent sailing. His father, Peter, was Ian Bruce's crew in the Star at the 1972 Olympics and his partner in the worldwide expansion and development of the Laser Class. The family also played an integral role in the expansion of the Laser II, Optimist and 29er Classes throughout North America. When Bruce designed the Byte in the mid-1990s, Tyler played an integral role in making it the largest Class in Canada for 10 years running and promoted as an international Class. He worked the same magic a second time by introducing the 29er to Canada, where it became the largest double-handed Class throughout North America.

Bjorn started sailing Lasers when he was 15 and became fast friends with Richard Clarke. He physically outgrew the Laser in no time. As a linebacker/defensive end on the top ranked Canadian university football team at Bishops University during the early 1990s, Bjorn juggled his college football commitments with being on the Canadian National Sailing Team. He sailed the Finn with success from 1993 through 2000. He was a member of

the Canadian Finn team, which included the likes of Larry Lemieux and Richard Clarke. Bjorn was a sparring partner for Clarke during Clarke's preparations for the 1996 Olympics and proved to be a formidable match by winning the Canadian National Championship and placing 4th at the North American Championship that year.

Star sailing is in the Bjorn family. Tyler's father sailed the Star for Canada in the 1972 Olympics; his brother, Kai, crewed for Ross MacDonald at the Sydney 2000 Games, and Tyler got a taste for Star sailing and keelboat sailing when he crewed for Clarke during a week of training in 2003.

Bjorn was involved in the Canadian Mini 6.5 project, but jumped at the offer to be a full time Star crew in 2005 and was a member of the Canadian Sailing Team. During the 2009 Bacardi Cup, Bjorn sailed the PStar for the first time during with American Clay Bischoff, who had never sailed a Star before. The pair had several outstanding races and Bjorn became enamoured with the PStar.

As the 2009 Star North American Championship approached, Bjorn put together his dream team. He arranged for the charter of the very same boat that served him so well in the Bacardi Cup and he persuaded his lifelong friend, Richard Clarke, to sail with him. Clarke and Bjorn were not only competitive through a full range of conditions, they were second in the regatta.

The old friends sailed so well together that they decided to juggle a modest Star campaign with all of their other activities throughout 2010. The campaign included P2, the second PStar ever produced. The modest campaign posted tremendous results including winning the 2010 Star Western ▶

↑ Mike Leigh and Luke Ramsay, 470.



↑ Zac Plavsic,
RS:X Men.

Hemispheres in Nassau and placing third in the 2010 Star European Championship, the largest regatta in the Star Class' history to date.

Both Clarke and Bjorn are members of the Canadian Sailing Team and have the backing and support of Wind Athletes Canada where they are part of an Open 60 campaign. Given his size, Bjorn is a grinder and is absorbing as much as he can from his great friend, tactician, helmsman Clarke. The pair also race under the IRC rule on Vela Veloce and compete among the SoCal52's on Mayhem.

Satisfied with their first year of Star sailing together, Clarke and Bjorn purchased a P2 and committed to a full-fledged Olympic campaign. The friends aspire to follow in their fathers' footsteps and represent Canada at the Olympics. In 1972, Clarke's father sailed the Finn and Bjorn's father sailed the Star.

MIKE LEIGH

Hometown: Vancouver, BC
Yacht Club: Royal Vancouver YC
Boat: 470

Achievements: Laser Entry in the 2008 Beijing Olympics, 1st Indian Ocean Classic

Family: Wife

LUKE RAMSAY

Hometown: Vancouver, BC
Yacht Club: Royal Vancouver YC
Boat: 470

Achievements: 1st Youth Worlds 2006

Education: Civil Engineering, UBC

Mike is a Vancouver native who has been a member of the Canadian sailing team since 2001

and represented Canada at the 2008 Olympics in the Laser fleet. He has won numerous regattas including national, international and world championships. After struggling through the 2010 season with an injured back from Laser sailing, he decided to switch classes and team up with Luke Ramsay in the 470 Class. When Mike isn't sailing on the Olympic circuit, he is busy coaching where he has worked with Marit Bouwmeester (ISAF world-ranked number 1) and 2008 Olympian Krystal Weir. Additionally, Mike races aboard various yacht campaigns where most recently his team won the Farr 40 Worlds.

Luke is one of Canada's best young talents. After winning the youth worlds in 2006 he was named the Canadian Yachting Association youth sailor of the year, male sailor of the year, and the Sport BC junior athlete of the year. He has been a Canadian sailing team member since 2006 during which time he has won several national championships in the Laser. Luke has recently graduated from the University of British Columbia where he completed a degree in civil engineering. His focus now is entirely on the 470 where he hopes to win a medal in the 2012 Olympics.

In January 2011, Mike and Luke made the leap from the single-handed Laser to the double-handed International 470. This challenging boat demands the most of its sailors, both physically and tactically. New sailing partner's Mike and Luke took the challenge, and in an amazing effort have mastered their new boat and qualified for the Olympic Games in London after having sailed together for just over a year and a half.



ZAC PLAVSIC

Hometown: Vancouver, BC

Yacht Club: Royal Vancouver YC

Boat: RS:X Mens

Achievements: Beijing 2008, 12th 2011 RS:X Worlds, 2nd 2011 Delta Lloyd Regatta

Zachary Ilia Plavsic is a 29-year-old Vancouverite, born and raised on the west coast of British Columbia. Sports contributed heavily to his upbringing and as for sailing, Zac says he “was practically raised on a boat, sailing and the ocean has been a part of me since birth.” He gained interest in competitive sailing during summer breaks, participating in local sailing races in small dinghies at the local club. He began windsurfing at the age of 16, climbing the national and international ranks quickly, becoming top youth within a year. He set his goals to compete for Canada in the 2004 Athens Olympics but a blown out knee one day before Olympic trials put a hold on his Olympic dream. He played elite level hockey and represented BC as one of its top U15 goalies in 1997, while at the same time pursuing his martial arts excellence in Taekwondo. In recent years, Zac has become very involved with road biking and triathlons, sports which have offered great forms of cross training and the ability to inspire people to be healthy, active and happy with whom they are.

“I began a quest to represent Canada at the Olympics and was not going to let anything stop me. From 2004-2008, I trained 300 plus days a year becoming top Canadian and North American. In January 2008, my goal had been achieved, qualifying

to be the first male representative in Windsurfing for Canada since Atlanta 1996. At the 2008 Beijing Olympic Summer Games, I finished 23rd out of 34 countries.”

Zac believes that participating at the Olympics is a career highlight, but is not enough. “In London I do not want to just participate but to hear our anthem on the Podium. Being able to stand there and hear ‘Oh Canada’ with a medal around my neck is what I am working towards; it is my life-long goal.” As we move towards the London 2012 games, Zac is approaching his peak as an endurance athlete and maturing as a sailor. His performances continue to improve, feeding his enthusiasm and drive.

Upon returning home after the 2008 Olympics Zac and two friends started the first Mattress Recycling Company in Western Canada - *MattressRecycling.ca*. They aim to divert over 450 mattresses per day from a landfill in the lower mainland of Vancouver. When not travelling or working, I enjoy giving back to the community. With enthusiasm for sport and as an Athlete Ambassador for Right to Play, I am able to do so in high schools and community events. ▶

COACHES

Ken Dool

Born: London, ON

Lives: Kingston, ON

Yacht Club: Fanshawe YC and Kingston YC

Boat: VSR, Lingbow, Joker

Ken has been coaching sailing since 1986. He has worked at CYA since May of 1990. He has coached at three Pan American Games and five Olympic Games including 1992, 1996, 2000, 2004 & 2008.

Some of Ken’s career highlights include his involvement with the 2004 silver medal performance in Star class and the back-to-back Finn World Championships 1990–1991.

Ken resides in Kingston, ON with his wife and daughter.

Steve Mitchell

Born: Dorking, Surrey, UK

Lives: Toronto, ON

Yacht Club: Royal Canadian YC

Boat: VSR, Lingbow, Joker

Steve Mitchell currently coaches the Canadian Olympic Star team, Clarke & Bjorn. Mitchell campaigned with Iain Percy in the Star Class for six years, medalling at four World Championships (World Champion in 2002) and placing 6th at the 2004 Olympics. He has coached a variety of classes, both Olympic and non-Olympic. At the most recent Olympics, he coached the Russian Yngling team. Steve has also been an Etchells World and European Champion. Steve is married to Deirdre Crampton, a member of Canada’s Olympic Sailing team in 2004. Steve is based in Toronto, aligned with the Canadian Sports Centre, Ontario.

Erik Stibbe

Born: Netherlands,

Lives: Vancouver, BC

Yacht Club: Royal Vancouver YC

Boat: VSR, Lingbow, Joker

Erik Stibbe joined CYA in 2010 from the New South Wales Institute of Sport Sailing Program where he was head coach. Erik was Australia’s National Coach for the Laser and Europe classes, enjoying World and Olympic podium success with a number of Australian sailors.

In 2008 and 2009, the Sailing Program was awarded NSWIS Program of the Year against 23 other sports and Erik was nominated as coach of the year. Erik’s wife Jenny, won Gold in the 470 class in the 2000 Sydney Olympics. Erik, his wife and two children are based in Vancouver, in association with the Pacific Sports Centre.



↑ Nikola Girke,
RS:X Women.

NIKOLA GIRKE

Hometown: Vancouver, BC

Yacht Club: Royal Vancouver YC

Boat: RS:X Womens

Achievements: 9th 2001 Olympic Test Event, 4th PanAm Games 2011, 11th 2012 RS:X Worlds

Education: Human Kinetics, UBC

34-year-old, Nikola Girke, from West Vancouver, learned to sail at Eagle Harbour Yacht Club and developed her racing career at Royal Vancouver Yacht Club. After graduating from West Vancouver Secondary School, Nikola received her Bachelor of Human Kinetics degree from the University of British Columbia.

In the Laser 2, Nikola was a three-time National Youth Sailing Champion, representing Canada at the 1995 Youth Worlds placing fifth and winning the Women's Title at the 1995 Laser 2 Worlds. In 1999, Nikola went on to pursue her goals in windsurfing. While living on Maui, she trained for and competed in the Professional Windsurfing Association's World Cup Tour. The summer of 2001 was Nikola's first season sailing in the 470 Class—she managed to qualify for the 2004 Olympics. Nikola has reverted back to windsurfing after a successful four year Olympic Campaign in the 470 dinghy. Girke placed 13th at the Athens Olympic Games. In 2005, Nikola made the switch back to windsurfing.

At the 2008 RSX World Championships, she qualified herself for a spot to represent Canada at the 2008 Olympic Games. Nikola is one of only a few athletes who have made the transition from one sport to another and to compete in two different events at the Olympic Games.

GORDON COOK

Hometown: Toronto, ON

Yacht Club: Royal Canadian YC

Boat: 49er

Achievements: 4th 2011 Miami OCR, 6th 2011 Delta Lloyd Regatta

Education: Engineering, Queens University

HUNTER LOWDEN

Hometown: Vancouver, BC

Yacht Club: Royal Vancouver YC

Boat: 49er

Achievements: 4th 2011 Miami OCR, 6th 2011 Delta Lloyd Regatta

Education: Atmospheric Science, UBC

Gordon Cook is a Toronto native with an engineering degree from Queen's University. He has been sailing since he was a child at the Royal Canadian Yacht Club. Gordon has been a national team member since 2000.

Gordon and Ben Remocker teamed up part-time in 2003 and ramped up their campaign in the 49er. They eventually would represent Canada at the 2008 Beijing Olympic Games.

After 2008, Gordon teamed up with Hunter Lowden to pursue another Olympic campaign in the same class. They have had much success over the last three years and worked hard to secure a spot to represent Canada in the 49er class.

From Canada's beautiful west coast, Hunter Lowden of West Vancouver is the other half of the Canadian 2012 49er entry. Learning to sail and race primarily in Laser 2s at Royal Vancouver and West Vancouver Yacht clubs, he remembers one of the best moments of sailing, aside from competing,

being a windy day and the first time he achieved a full plane on a boat. "The feeling was incredible," he says.

Other than sailing, Hunter was also a high level elite downhill skier where he gained a ton of mental sporting maturity. "When I used to ski race as a junior, I had difficulty dealing with pressure until one day in the start gate I realized that the biggest expectation was purely internal. I was able to let go, and it was the biggest improvement I could have made and it applies to more than just skiing." Lowden's favourite place to sail is Torbole/Riva del Garda on the North end of Lake Garda in Italy. With great wind and fresh water, you don't have to wash the boat down everyday; the region is beautiful, and there are lots of other outdoor activities and incredible food. Aside from his parents, Hunter credits Kevin Black as being the most influential person in his career. "There were many times when things didn't go the way I wanted to, but Kevin was always there to help me take the next step. There was a time when I was moving out of youth sailing, and it was very unclear how to progress. I think this is still a major hurdle today. He kept me involved in dinghy racing at a time when most quit sailing altogether."

The Cook/Lowden sailing team is an east/west collaboration to represent Canada internationally in the 49er class. The team recently qualified for the Canadian Sailing Team at the 2010 Worlds and the Miami Olympic Classes regatta.

GREG DOUGLAS

Born: Barbados

Hometown: Toronto, ON

Yacht Club: Royal Canadian YC

Boat: Finn

Achievements: 8th 2011 Delta Lloyd Regatta, 13th 2011 Olympic Test Event, 1st 2011 Canadian Finn Championship

In 2009, Greg started sailing for Canada. He worked as a race coach at Kingston Yacht Club in the summer of 2009 and then started sailing the Finn that fall. His first regatta was the 2010 Miami OCR where he placed 15th of 35 competitors and was carded the CYA 2010 Rookie of the Year following that event.

Since then Greg has been based in Toronto, sailing full-time and campaigning to represent Canada at the 2012 Olympic sailing competition in Weymouth. He was selected by CYA to represent Canada at the 2011 Olympic Test Event and placed 13th. Most recently he won the 2011 Canadian Finn Championship in Kingston.

"For me, the Finn has been a fantastic class. Just about everyone is a full-time professional and the standards are very high. The boat requires a great deal of athletic capability so the training is tough. I spend a great deal of time working on my fitness, strength and flexibility. I receive a great deal of support from Canadian Sports Centres. The physios, nutritionists, sports psychologist, trainers and doctors are all there to support my campaign."

Greg's long-term plans are looking for a career in the business world and to pursue a degree in Commerce at Ryerson University starting in September 2012. Ryerson provides the flexibility to pursue his sailing goals while completing his degree over an extended period of time. ■

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Our Four-Legged Crew

THE PERFECT CREW, KONA THE MASTIFF IS ALWAYS READY FOR ADVENTURE AND NEVER FAILS TO ENTERTAIN

Nap time!

By Carol-Ann Giroday

WATCHING OUR BOAT *SEA FOAM* STEAM UP A CHANNEL IN THE EARLY MORNING, AN OBSERVER MIGHT NOTICE MANY THINGS: THE RED DINGHY TOWING IN OUR WAKE, THE YELLOW AND RED KAYAKS ON THE PILOTHOUSE ROOF, HER SALTY CABIN AND GRACEFUL LINES. BUT YOU DEFINITELY WON'T MISS THE MASTIFF RIDING ON THE BOW.

AT 120 POUNDS, Kona is heavier than our largest storm anchor, roughly the same size as our engine and by far the best conversation piece in our 40-foot home. Again and again, we are asked the inevitable question, "Why not get a smaller dog?"

The answers are simple. We never worry about Kona getting carried off by an eagle in its talons. Nor do we fret about anything being carried off *Sea Foam* while Kona is aboard. She may be large but she requires the same care as a toy breed.

Kona came to boating when she was two years old, and she has adapted wonderfully to the liveaboard life. She is great company when you want to check a crab trap, hang a fishing line out or just putt around the anchorage at sunset. She keeps us safe, exercised and entertained by her wonderful personality. Who could ask for a better boating companion?

Kona loves our bright red tender, which we call *Catch-Up*. She knows it is her ticket to exploration and high adventure. She stations herself in the bow with her two front feet on the

anchor locker. When the boat is moving fast, her ears flap and she looks like the Flying Nun. From this vantage point she keeps a sharp lookout for dead-heads, dolphins, seals and whales.

And she finds them. We were once laying a prawn trap from our tender in Booker Lagoon on Broughton Island. This lagoon is famous for the resident dolphins that frequently "buzz" entering boats and frolic in their wakes. One of them chose our tender for its fun – but Kona thought we were under attack from sea monsters below.

As the dolphin playfully swam under and around our tender, Kona growled and stamped on the bottom of the boat with her front legs, much the same way a polar bear will rear up and crash down with its weight to break through ice. She became increasingly distressed by this dolphin "assault" and we had to return her to the mother ship before continuing our prawning mission.

Another time, while exploring from our tender in Smith Inlet, just north of Cape Caution, we were treated to the familiar sound of a whale blowing.

Much to our delight, two humpbacks were feeding along the shoreline. Kona saw them surface and began to bark. They disappeared under the water for a few minutes and then surfaced again, this time closer to our tender. Kona was now on high alert, barking each time they came up. One of the whales must have become curious about the commotion and did a "spy hop," coming close to the boat and out of the water just enough to look around. Kona did some quick calculations...and took a step back from the bow.

We have found Kona to be a great alarm system on the water and on land. As we trekked through the forest to explore a nearby lake, she stopped suddenly. Every hair on her back, from her stubby tail to her two velvet ears, stood straight up. She began a low growl and could not be convinced to go forward. "The nose knows," I thought. After waiting about five minutes, making a lot of noise and throwing sticks and rocks into the brush, I felt comfortable to move forward again. Kona agreed and we proceeded to the lake without incident. I had never seen her behave like that before, nor have I since.

Another afternoon, while surveying the shoreline from the window of the boat, Kona started barking and growling and the hair again stood up on her back. This time, the danger

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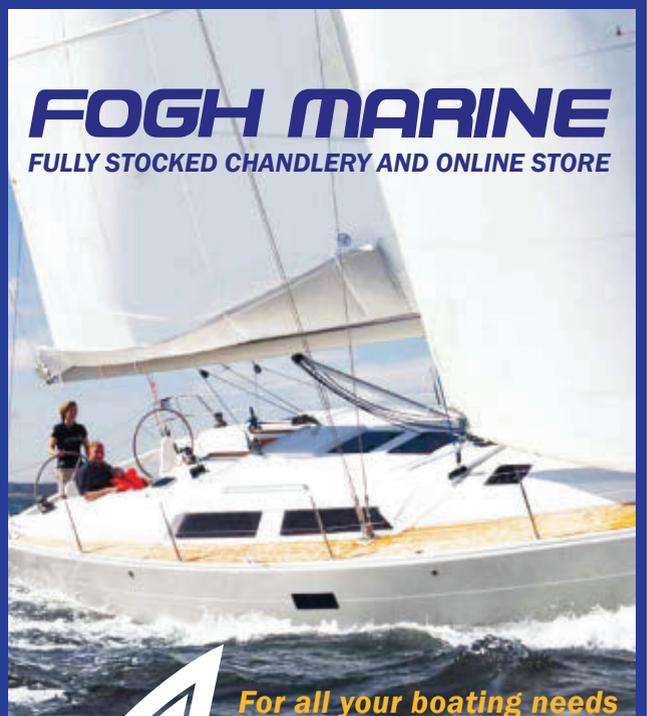
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What's for lunch?



Kona keeps a lookout from her perch in the bow of Sea Foam's tender.

was a small flock of angora goats on Prevost Island, standing on their back legs eating the leaves off the trees. Kona thereafter kept a sharp lookout for goat, sheep or marmot attacks from the shore near our anchorage.

After five years of cruising with Kona, we have grown very used to having her around. We hate to leave her when we go kayaking or diving. She has perfected the "hang dog" look when we pull away from the boat. And she sleeps on our bed while we are gone, a revenge

tactic that would go unnoticed if not for the rumpled sheets.

Because of Kona we have enjoyed some of the most beautiful beaches and hiking on this planet. Walking those beaches and trails early in the morning and late in the evening has given us some of our best cruising memories. Some people have asked us if we will choose a smaller dog next time, a breed that doesn't take up the same amount of space as two adults standing on our boat. The answer is a resounding no.

Carol-Ann Giroday and Rick LeBlanc live aboard their 40' TransPac Eagle pilothouse MV Sea Foam. They boat year-round throughout the Pacific Northwest and summer along the Inside Passage. ■

"Messing About" is devoted to our readers' stories, memories, reflections and humour. We're interested in the kind of stories you tell friends and family, memories of good times and above all, why you love boats and boating. If you have a story you'd like to tell or an idea to propose, we'd like to hear about it. Please email aadams@kerrwil.com or duartsnow@kerrwil.com.

CAROL-ANN GIRODAY

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A Great Meal with a Slight Hiccup!

With Galley Guys Greg Nicoll, John Armstrong and Andy Adams

Looking very well done from the brown sugar caramelizing our lamb shanks are ready to go and so is the Spaetzle. For the main course, Eddie opened a Gran Feudo Tempranillo which was an ideal accompaniment to the Lamb.



JOHN'S LAMB SHANKS

The Galley Guys are dedicated to the pursuit of happiness through the pleasure of connecting with good friends over great times centered around yachting and dining together on board.

We all have our favorite meals and perhaps you have something special you like to make when you're on board. This time, the Galley Guys went with John Armstrong's favorite meal. He decided he wanted to treat us to the rich and delicious flavor of braised Lamb Shanks on a bed of German Spaetzle and covered with a flavorful onion garlic sauce.

John has always had an affection for lamb and over the past decade he has searched out and tried probably a dozen recipes—this is none of those.

John's recipe is an amalgamation of the best from all the lamb recipes and he is sharing this with the other Galley Guys and our readers. We appreciate the generosity!

Understandably, a great meal is a perfect way to cap off a great day on the boat, but sometimes, preparing a great meal takes enough time and energy that it spoils the great day! The answer is ▶

Meat: 4-6 Lamb Shanks	3/4 cup of beef stock	3 tablespoons all-purpose flour
Vegetables: 2 carrots, 3 celery stalks, 2 shallots, 4 cloves of minced garlic, 2 cups of sliced mushrooms, one bag of pearl onions	2 tablespoons Dijon mustard	3 cups Spaetzle noodles
3/4 cup of red wine	3 tablespoons tomato paste	6 pieces of side bacon
	splash of Worcestershire sauce	Spices: 2 teaspoons each of thyme, rosemary, parsley, chili powder, plus salt and pepper.
	1 tablespoon of balsamic vinegar	2 tablespoons honey
	3 tablespoons olive oil	

- Defrost 4–6 lamb shanks, rub them with brown sugar and sprinkle with a generous amount allspice, put in plastic bag and refrigerate over night.
- Dice 2 carrots, 3 pieces of celery and 2 shallots and combine with 4 cloves of minced garlic and 2 cups of sliced mushrooms.
- Combine 3/4 cup of red wine and 3/4 cup of beef stock with 2 tbl Dijon mustard, 3 tbl tomato paste, splash of Worcestershire sauce, 1 tbl of balsamic vinegar, 2 tsp each of thyme, rosemary, parsley, chili powder, 2 tbl honey, salt and pepper.
- Boil and peel one bag of pearl onions
- Put 3 tbl of olive oil in large pot and brown the shanks on all sides then put in slow cooker or Dutch oven.
- Add the carrots etc to the large pot and sauté for 4–5 minutes.
- Remove from pot and pour over shanks.
- Add the pearl onions to the slow cooker or Dutch oven.
- Add the wine etc to the pot bring to a simmer then pour over the shanks in the slow cooker or Dutch oven cook on low 3–4 hours.
- Remove shanks and finish on BBQ, medium heat 20 minutes
- Combine 3 TBL of flour with a small amount of cold water and add to sauce to thicken it.
- Serve shanks and gravy over a bed of Spaetzle that has been boiled for about 15 minutes then drained and combined with butter and bacon pieces
13. Serve with crusty French bread and your wine of choice.

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John Armstrong got to christen our new Jackson Grills BBQ as he re-heated the lamb shanks. From beautiful British Columbia, each new Jackson Grills product includes fine West-Coast touches and is factory tested to a strict quality control program.

to have a meal that you can make ahead and then swiftly and elegantly finish off and serve on the boat.

Being able to make this ahead was especially valuable because we had been invited to join friends on board their boat and we wanted to minimize the mess onboard.

We had been invited to join Scott Addison and his charming wife Allison on board their Sea Ray 540 sedan Bridge at the Port Credit Yacht Club. There's an interesting story behind their boat.

An experienced water skier and cottage boater, Scott explained to us that they made the decision to sell the cottage in favor of keeping a big boat in a super convenient yacht club location close to their home. They found that the logistics of 2 executive careers, (Allison is with Royal Le Page real estate) children with a wide range of interests, a large dog [that figures prominently in this story] and other factors made getting to the cottage a challenge.

With such a magnificent big boat moored only minutes from home, now everybody can get together easily and on their schedule. What makes the story fun is that they have never owned anything bigger than a cottage ski boat. The jump to a 54 footer as their first

cruiser is pretty impressive!

On the other hand, it was obvious that they have picked it up and embraced cruising lifestyle with impressive ease. There has to be a positive lesson in this. Maybe it's *carpe diem*?

Being new to the boating scene and the yacht club, it sometimes takes people a while to get to know other people, but that's where the dog comes in. Not long after his first arrival, Duncan the German short haired pointer managed to escape onto the docks and in no time, became fast friends with Galley Guy John Armstrong.

It didn't take long for everybody to meet everybody else and we wound up being invited to join Scott and Allison on board for dinner.

Rounding up some more friends, the Galley Guys were joined by Eddie Sokoloff of Churchill Cellars who worked his usual magic on food and wine pairings.

We all gathered round when Graham Toms from Paynes Marine Group dropped by with a brand-new Canadian-made Jackson Grills barbecue for the occasion.

Jackson Grills offers a range of products including luxurious outdoor kitchen components, high performance

cart BBQ models and their award winning Versa Series portable grills. Based out of beautiful British Columbia, Canada, each Jackson Grills BBQ is factory tested to a strict quality control program and ours worked beautifully, right out of the box and it came with a universal adapter to fit where the old BBQ had been.

While the Lamb Shanks were being finished off in the new Jackson Grill we set the table while Eddie Sokoloff broke up some wonderful Parmesan cheese with a fork, served that with a baguette and paired it with a Blu Giovello Prosecco from Italy. What a way to get started!

Because John had marinated and prepared the Lamb Shanks before, and had partially cooked them, we only needed to fire up the grill for a short time, warming the Lamb Shanks thoroughly and filling the docks with the tantalizing aroma of the barbecued lamb in the brown sugar marinade.

Then, just one burner was all it took to prepare the German Spaetzle, boiling it in a large pot until al dente. The bacon and the measure of butter was then warmed up in a frying pan using the same burner, the Spaetzle drained and tossed with the bacon and butter.



↑ While Duncan the Dog watches, our hostess Allison gets ready to sample the dinner but first, she had to rescue Greg from the hiccups! ↓ The Galley Guys, (from the left - John Armstrong, Greg Nicoll and Andy Adams) ham it up for the Lamb Shanks dinner on the Port Credit Yacht Club docks.



Common sense and cholesterol counts are clearly not going to slow the galley guys down!

Next came a lightly wooded Chardonnay from Australia called "Stump Jump" that originates in the d'Arenberg area near Adelaide. That was a palate cleansing wine with some delicious baguette as we waited for the main course.

We set the table in the salon while John brought the Lamb Shanks in from the grill. We laid a bed of Spaetzle on each plate, added a lamb shank and then laddelled on a generous helping of John's simply fabulous onion sauce.

For the main course, Eddie opened a Gran Feudo Tempranillo which was an ideal accompaniment to the Lamb and everyone had a fabulous meal except Greg Nicoll.

Somehow, just as the wonderful meal was coming to the table, Greg was stricken with a severe case of hiccups. Clearly this was spoiling Greg's dinner and his evening as well, but Allison had a great home remedy solution.

In what seemed like only seconds, she got a tumbler of ice water and a paper towel. Taking Greg out onto the back deck, she told him to slowly drink the icy cold water, filtered through the paper towel. In short order, most of the glass was emptied and when Greg handed it back, Allison said, There, they're gone aren't they?

So, it was a great meal with a slight hiccup.

We all went back to enjoying ourselves and Eddie had the perfect finish to the meal pairing a large bar of dark chocolate with his fabulous new sparkling Fresita, a strawberry infused Chilean wine that is refreshing, a little sweet and only 8% alcohol to keep things light and fun. It tastes like eating a chocolate dipped strawberry!

It was a very enjoyable evening dinner and a bit of education too! ■

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The day of the sea trial was gusty and choppy, potentially a bit intimidating to us with a new boat but you were great in showing how well the boat performed. The smiles on our faces in the pictures you took are a true record of the thrill we had that day.

We were particularly impressed with the high level of after-sale service Specialty Yachts provided. The full day of orientation to the vessel was truly exceptional. We now have video files of much of the teaching session offered by Sarah, which we'll keep handy should we need a reference guide later on.

Dad truly hasn't stopped grinning since he first set foot on the boat. He's now either dockside aboard Spindrift, or under sail, getting the feel of this great boat. I'm afraid we'll see much less of him in the months and years ahead unless we're prepared to join him on board!

Thanks again for making a couple of old salts so happy." - **Dr. David Hadley**



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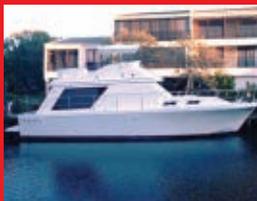
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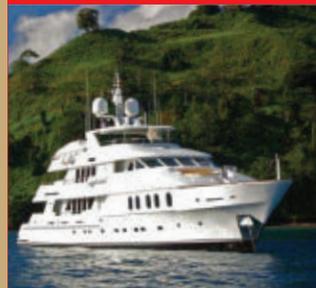
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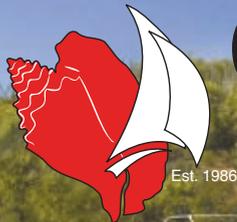
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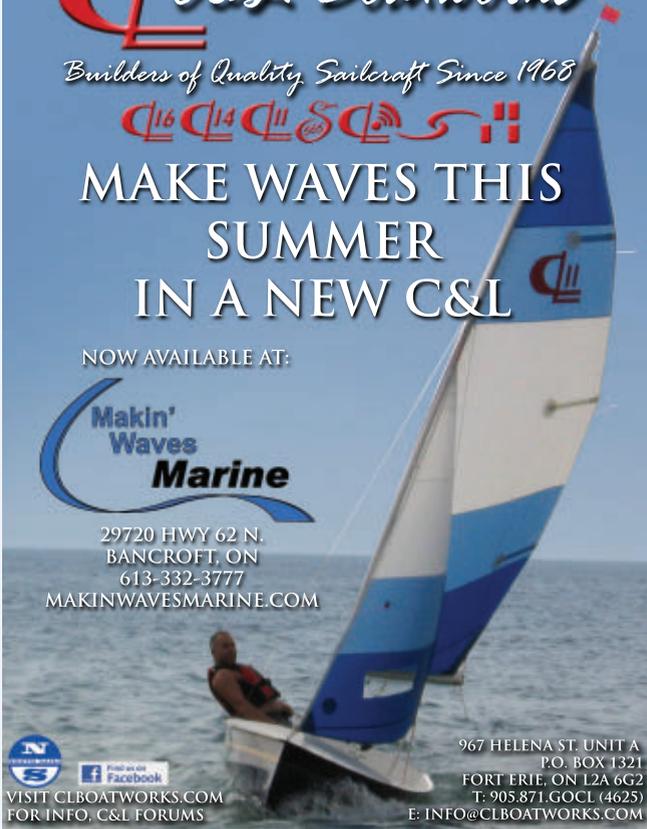


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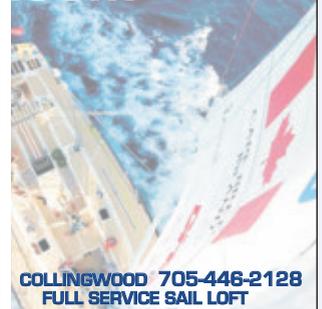
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Not so Glam!

By John Morris

DEAR CY SUBSCRIBER. WE WELL KNOW THAT SITTING BESIDE THIS MAGAZINE ON YOUR COFFEE TABLE IS A COPY OF PEOPLE, NEXT TO THAT US AND RIGHT BESIDE THAT, NATIONAL ENQUIRER. YOU, LIKE ME, ARE ALL ABOUT CELEBRITY CULTURE, WHAT THEY WEAR, WHAT THEY DO AND MOST IMPORTANTLY, THEIR FABULOUS BOATING LIFESTYLE. LET'S FACE IT CELEBRITY CULTURE IS ALL POWERFUL; TMZ RULES AND PEREZ HILTON IS THE COMMODORE OF FAME.

Often our celebrities will show up on boats, thereby projecting their glamorous lifestyle onto our own. My concern today is that while Tiger Woods, Brangelina and the rest of the world's spectacular names understand and love the allure of boats, the same cannot be said of our Canadian celebs.

At various times this and other lesser publications have attempted to profile Canadian celebs and their boats. Sadly, it turns out that once you profile Ron Maclean and Brian Williams, you very quickly have a glut of empty pages. That is the product of two unfortunate factors—there are not very many Canadian celebs (unless you count Sandy Renaldo and Bev Oda...omg!) and the few of them that exist either don't have boats, or don't talk about it.

It could be the unwillingness of the stars to call attention to their lavish lifestyle—as an example of celeb reluctance to share, Tiger Woods famously has a boat called Privacy. Maybe their boat is a sacrosanct refuge from celebrity for those famous folks.

I hear you, fresh from an episode of ET Canada pointing out that there are a host of celebs including a bunch of NHLers who are spotted in Muskoka and that their cottages must certainly have boats. True, but I am looking for personalities who are boaters, in the adventurous/lifestyle sense of the word.

Although he is not a Canadian,



I was surprised and delighted to see one of my favourite celebs, Stephen Colbert, on Letterman just a while ago showing pictures of his experience in the 2011 Charleston Bermuda Race. This was an odd thing—Colbert was supposedly on the show to promote some new book, but he barely mentioned it. Even a year later, all he could rave on about was his slogging sail with his pals on The Spirit of Juno, a Farr 65 that he crewed on with some friends from his native city.

I was struck—I had no idea he was even interested in sailing, but a quick google turned up a wealth of info including video of Colbert being whipped by the 780-mile crossing. In the video, he is charming in an unshaven way, but you can tell the passage wasn't the beach picnic one normally associates with TV personalities.

Some thoughts on why our celebrities are not out on the water more:

Canada is too cold. Even Cynthia Dale looks scraggy in foul weather gear. If you look online, it's easy to find hot shots Kim Kardashian or Orlando Bloom (who is Orlando Bloom, anyway?) in something skimpy on a boat. Switch that to the four layers of sweats and a sou'wester required for the Canadian climate and I feel you lose the impact.

Where do you put the paparazzi? Getting good support boat drivers is a perennial problem.

Canadian celebs are not glamorous. I know for a fact that Jean Chretien owned a Doral built in his hometown. Do we really want to see Chretien at the helm on the cover of this or any other magazine?

Speaking of political figures, I once ran into Mike Harris at the Dockside Show in Toronto. Is that good?

Canadian boats are simply not big enough for celebrities and their entourage. I have written before about the popularity of the C&C 27 but even a Hunter 36 with a red carpet down the dock doesn't quite invite Joan Rivers.

Richard Branson owns a very deluxe yacht. Does that come as a surprise?

Perhaps Canadian celebrities who boat will surface. Perhaps the future of Canadian notables may be in BC. Carly Rae Jepsen is from Mission but the closest marine reference I found is a really bad YouTube "Boat me maybe." Blue Jay Brett Lawrie is from Langley, but his bio so far doesn't mention his J24 crew work. Invite him aboard and perhaps he'll get hooked.

To conclude, it appears the Canadian boating scene cannot rely on celebrities to make it popular. Sailors and power boaters alike, we are on our own to add the glitz and opulence. Wear something fabulous! ■



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