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Tidelines

By Duart Snow



That Funky Marina Thing

The first time we took our single-screw trawler into Genoa Bay Marina, dockmeister Ben Kiedaisch directed us to a side-tie about halfway up their guest moorage bay, which narrows the farther in you go. Not yet comfortable with backing out of tight spots, I asked Ben if we could get some help on our way out the following morning.

“No problem,” he replied. “Just yell ‘No insurance!’ and people will come running. You’ll have all the hands you’ll need.”

Right, Ben. His message was clear: you’re in Genoa Bay, relax, enjoy. Next morning, we had all the help we needed...and we didn’t have to lie about our insurance coverage.

Genoa Bay Marina, profiled by Deane Hislop in this issue (page 22) is like that: welcoming, relaxed, friendly, funky. A big part of the fun of cruising our coast is visiting marinas and resorts which stand out for the same reasons Genoa Bay does. They’re run by great people, and each reflects their operators’ personalities and commitment to ensuring their guests have a great time.

UP NORTH

The area between Desolation Sound and Queen Charlotte Strait is blessed with many marinas like this. Each has a unique atmosphere and loyal visitors who return season after season. We visited a few of them on our sojourn up north this summer and plan to visit more in seasons to come.

Port Harvey Marina is the newest of these resorts. Just off Havannah Channel, it’s superbly situated at a natural stop on the run up or down Johnstone Strait, and on the doorstep of the Broughtons. Owners George and Gail Cambridge have quickly built a regular clientele drawn at least partly, I’m sure, by the made-to-order menu in their Red Shoe Café. Don’t miss the pizza—and George’s cinnamon buns are worth waking up for, too.

A few miles north, through Chatham Channel and behind Minstrel Island, is **Lagoon Cove Marina**. The headline attractions here are the owners, laconic Bill Barber and his effervescent wife Jean, who have run the marina for two decades. They host a don’t-miss happy hour, where guests’ potluck appies and Bill’s bottomless bucket of prawns mean dinner is usually redundant. Egged on by Jean, Bill can always be persuaded to deliver one of his tall tales, utterly deadpan. See if he’ll tell you which Costco he visits to buy his prawns each morning...

Up Tribune Channel, **Kwatsi Bay Marina** is one of the gems of the coast. Its setting in a natural bowl formed by steep slopes, broken by a waterfall, takes your breath away. Then there’s the easy-going approach of owners Max Knierim and Anca Fraser. They’ll take your lines, chat about life up there, invite you to the evening’s happy hour or potluck, and recommend nearby destinations and anchorages. Be sure to try the rustic shower on the docks, take a dinghy tour of this stunning bay and hike the trail to the waterfall adjacent to the marina.

Other destinations nearby include Blind Channel Resort, Pierre’s Echo Bay Resort, Shawl Bay Marina, Sullivan Bay Marina and Jenniss Bay Marina. Together, they add immeasurably to the happy adventure that is cruising north of Desolation.

We’d love to hear about your favourite “funky” marinas, anywhere on the coast. Email us at the address below to tell us which ones you enjoy and why.

THANK YOU

This issue marks *Canadian Yachting West*’s first full year of publication. We extend sincere thanks to the readers, contributors and advertisers whose support has been essential to this new venture. We plan to reward your loyalty in 2013 with an extended calendar of eight issues, a fresh and evolving look, and an expanded editorial line-up.

Best wishes to you and yours for the holidays and boating season 2013.

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What the latest electronics can do for you – power and sail

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The Voyage of *Free Spirit V*

Part 2: Northbound – learning on the long haul

By Elizabeth Regan



On the Cover: A close-up look at today's marine electronics.

Photo: Andy Adams

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JOHN ARMSTRONG

(Bavaria Vision 46) John Armstrong has been involved in all aspects of boating throughout his life. He is a former vice commodore of Port Credit Yacht Club. John is a Certified Professional Yacht Broker and spent many years selling new and brokerage power and sailboats. He is currently a National Account Manager with *Canadian Yachting* and *Boating Industry Canada*, is one of the "Galley Guys" and tests power and sailboats for CY.



ROBERT BULLER

(Engine Room, Seafaring Santa) is a lifelong boater and has contributed to West Coast boating magazines since

2005. He owned a 48' Monk powerboat, *MV Nirvana* (built in 1947) for 10 years and cruised extensively in northern Desolation Sound and the Broughtons.

An active member of Canadian Power Squadrons, he teaches regularly in boating courses, with a specialty in marine navigation. He also speaks at power squadrons on cruising destinations and marine equipment.



SALLY COLE (Messing About) and Robert Kelly lived aboard *SV Eleuthera Soleil*, their 1972 24' British Snapdragon twin-keel sailboat

for five years. Their home port is now Ganges, Salt Spring Island, with their boat moored within sight, right off their sundeck. Robert is Harbour Master of Salt Spring and Sally is writing a book and magazine articles.



DEANE HISLOP

(Destination Genoa Bay) and wife Arlene cruise *Easy Goin'*, their Meridian 381, from Anacortes, Washington. Deane

has been boating for 40 years.



JOHN KERR (Bavaria Vision 46) is a lifelong boater and has been deeply involved in all aspects of the sport.

He is active with the Canadian Yachting Association, his local power squadron, and the Canadian Olympic Committee. John can be found in his powerboat plying the waters of Georgian Bay or racing his Etchells with John Jr. and his lifelong friend Hans Fogh. An Olympic bronze medallist and holder of numerous international sailing titles, John brings a unique perspective to the content of CY as a sailboat reviewer.



BRIAN KELLY

(Electronics) and his father who founded Bayland Enterprises have been marine electronics/electrical specialists and install-

ers since 1993. Brian is a graduate of The Landing School in Kennebunkport Maine, holding a Marine Systems Technician certificate, ABYC Marine Electrical certification and is an NMEA Advanced Marine Electronic installer. When he's not on a customer's boat Brian is aboard his own boat cruising his home waters of Georgian Bay.



BRIAN KRANTZ

(Indigo to Alaska) is Sales Manager of Coastal Craft. Based on Lopez Island, Washington,

he is a Certified Professional Yacht Broker and holds a US Coast Guard Captain's licence.



ELIZABETH REGAN

(The Voyage of *Free Spirit V*) is a lawyer, a former nurse and an aspiring writer. She lives in Vancouver

with her husband and her intrepid standard poodle Blue. ■



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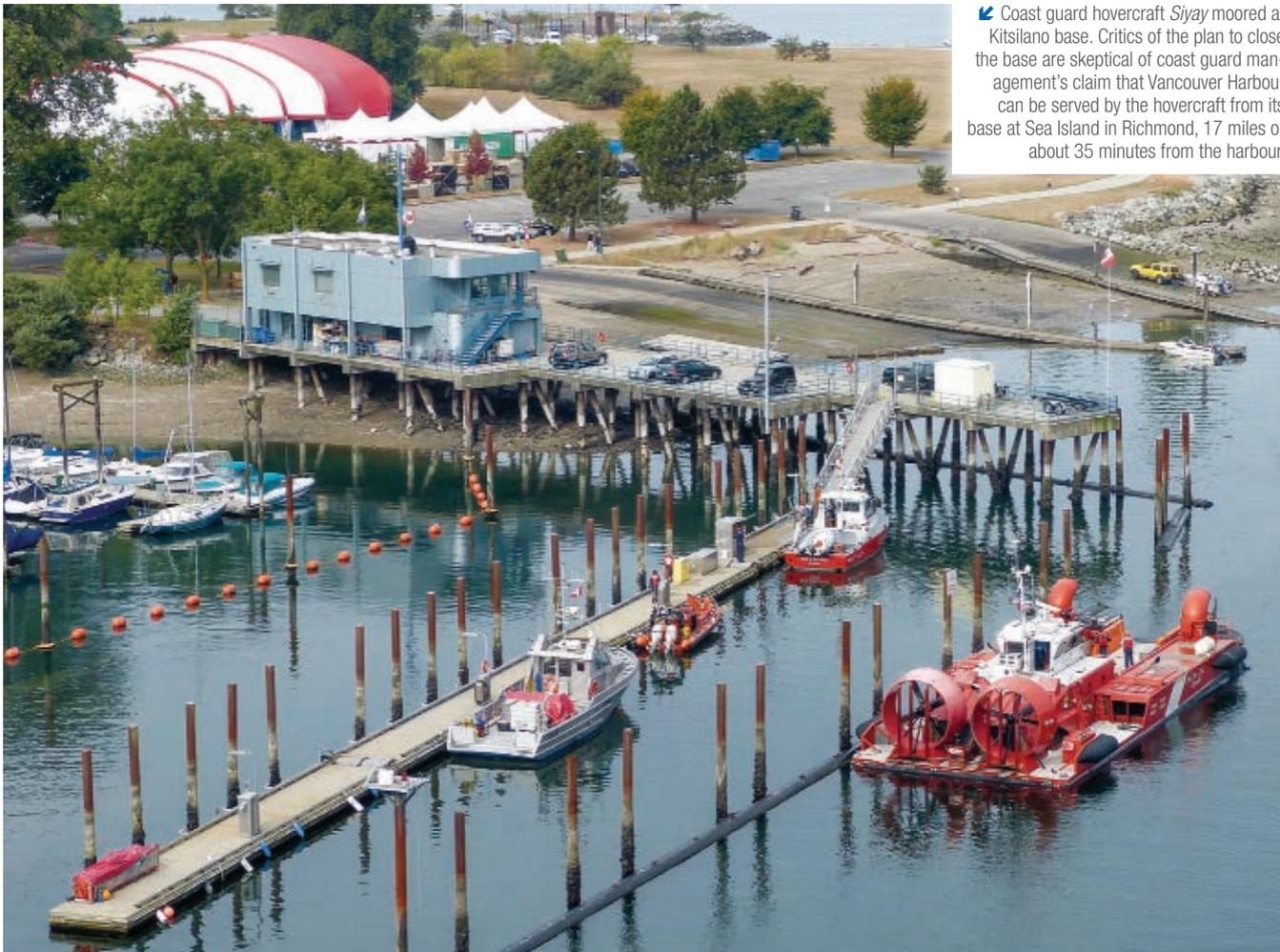
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READERS WRITE: RECONSIDER KITS BASE CLOSURE



Coast guard hovercraft *Siyay* moored at Kitsilano base. Critics of the plan to close the base are skeptical of coast guard management's claim that Vancouver Harbour can be served by the hovercraft from its base at Sea Island in Richmond, 17 miles or about 35 minutes from the harbour.

To: Keith Ashfield
Minister of Fisheries and Oceans

WHEN WE MET IN VANCOUVER

at the June 26 round table discussion regarding the closure of the Canadian Coast Guard's Kitsilano Station, you told me, along with other representatives of local marine transportation, industry and recreation, that the decision to close the station was made with "careful consideration" and assured us that neither the coast guard nor you would make a decision that would put lives at risk. Recently, new information came to light that indicates that you have been purposely misinformed and that your words that day were untrue.

The CCG's most qualified search and rescue experts in the Vancouver area, the maritime coordinators of the Joint Rescue Coordination

Centre Victoria, wrote two letters to their management on July 17, 2012. These letters are evidence that:

1. Closing the Kitsilano station will endanger the lives of mariners.
2. CCG management were negligent in not consulting their foremost SAR experts before making the decision to close Kitsilano.
3. The information posted on the CCG website regarding the closure is deliberately false and misleading and should be removed immediately.
4. The federal government must now reconsider the decision based on competent, qualified consultation before lives are lost.

At this time, Mr. Ashfield, your assurances, based on incompetent, unqualified advice, ring as hollow to the people who transit the ocean

waters of southern British Columbia as the captain of the *Titanic's* assurances to his passengers that his ship was unsinkable.

There will be no satisfaction in "I told you so" from members of Vancouver's marine, transportation or recreation communities, from retired coast guard personnel, from local emergency responders, from local and provincial governments, from your Conservative colleagues, and from current active CCG SAR experts. Before people perish unnecessarily in our coast guard-protected Canadian waters, we urge you and your government to do your due diligence and reverse this potentially disastrous decision.

Mike Cotter
General Manager
Jericho Sailing Centre Association. ■ ▶

SHOWTIME!

FALL SHOW AT THE CREEK



➤ Mosquito Creek Marina's 6th annual Boat Show at the Creek September 22-25 enjoyed generally good fall weather, steady crowds and strong purchaser interest. Sponsored by the BC Yacht Brokers Association, the show brought 150-plus power and sailboats, plus a number of marine vendors and suppliers, to the North Shore marina. ■

VANCOUVER BOAT SHOW EMBRACES BC FAMILY DAY



TIMING IS EVERYTHING. BC'S inaugural Family Day statutory holiday is the second Monday in February 2013 and the Vancouver International Boat Show has adjusted its schedule to take advantage of the new long weekend. Next year's VIBS will run from Thursday, February 7 to Monday, February 11, instead of its traditional Wednesday-Sunday slot.

"VIBS has always focused on providing an experience the entire family can enjoy. Parents and children can get up close to a wide range of boats and see which boats best suit their family; they can even enjoy a free boat ride at Granville Island," says show director Linda Waddell. "To be able to hold the 2013 show on BC's first Family Day is incredibly exciting for our industry." Boats and marine gear will be

showcased by more than 250 exhibitors at two locations indoors at BC Place Stadium and on the water at Granville Island Maritime Market and Marina.

The show has also launched a photo contest celebrating BC's love of boating. The "Why BC Loves Boating Photo Contest" invites boaters to share in photos the places and scenes that make BC waters among the finest boating destinations on the planet. The grand-prize winner will receive a \$1,000 shopping spree at the 2013 boat show and a pair of tickets to the show; 10 honourable mentions will each receive a \$100 shopping spree and tickets. The contest closes December 1, 2012. Digital entries only a maximum of 10 entries per participant.

For details about VIBS and the contest visit www.VancouverBoatShow.ca. ■



SEATTLE SHOW

JANUARY 25-
FEBRUARY 3

THE 2013 SEATTLE BOAT SHOW

runs Friday, January 25 through Sunday, February 3. Show locations are indoors at CenturyLink Field and on the water at South Lake Union. www.seattleboatshow.com. ■



RENDEZVOUS NEWS

NORTH PACIFIC YACHTS



TWENTY-FIVE BOATS and close to 60 people attended the North Pacific Yacht Owners Rendezvous 2012 September 9-11 at Telegraph Harbour Marina. Tips, ideas and stories were enthusiastically shared regardless of whether guests were

veteran cruisers or new to North Pacific—and NP owners are renowned for their socializing and networking. A number of industry suppliers stepped forward as sponsors and donors to support the event.
—Brian Genge ■

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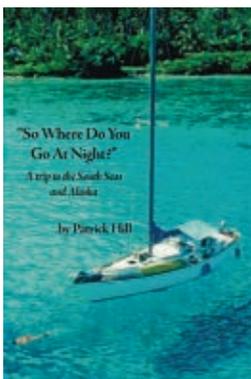
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BOOKS ON BOATS

SO WHERE DO YOU GO AT NIGHT?

By Patrick Hill

THOSE OF US WHO RECALL

the world of sailing in the 1970s will remember magazine stories of voyages by intrepid souls to the South Pacific and beyond. This was the stuff dreams were made of—at least for us working stiffs who hoped one day to go to sea. The boats were sometimes home-built or at least home finished, in everything from fiberglass and wood to concrete. Most of these trips worked out just fine and the sailors returned to the drudgery of the working world with a least one dream fulfilled. One such family was Patrick Hill's, who set off in a Fraser 42 for a voyage that would take them from Vancouver to Tahiti, Bora Bora and home again, all in just over 14 months. Hill has finally published a book on their trip and it captures the time and place perfectly.

So Where Do You Go At Night? begins with their experiences on the BC coast and quickly moves to their choice of boat and its almost improbable

construction by the family in their front yard over the span of three years. The centre-cockpit boat was roomy enough for the family of four with two sleeping cabins and the main saloon. Their daughter Erica came up with the name for the boat, *Sky One Hundred*.

They set off from Vancouver in July 1977 and battled wind and sea to San Francisco, then continued down the coast past Puerto Vallarta and over to the islands of Marquesas and Tahiti. After five months in this paradise, they circled west through the islands around Bora Bora and beat their way through nasty northeast winds to Hilo on the Big Island of Hawaii.

Hill's description of these tropical seas really does conjure visions of warmth and palm trees. The story moves all too quickly and by the end I wished for another 100 pages. It's a very good read for all of us dreamers, doers and doners—and may just rekindle the urge to look at boats and dream again of those far-off places and times.

—William Kelly ■

H15



H18



H22



Edge



H27



H33



H36



H40



H45



H50



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INDIGO to ALASKA

ON A HIGH-SPEED DELIVERY TO WHITTIER, ALASKA, A BRAND-NEW COASTAL CRAFT 400 IPS MAKES SHORT WORK OF THE INSIDE PASSAGE AND THE GULF OF ALASKA.

Story & Photos by Brian Krantz



↑ *Indigo's* owners, Dick and Jennie Weldin (left), with Bernie and Beverly Fipp, owners of *A4SEA*, before departure from Poet's Cove Resort, South Pender Island.

IN SEPTEMBER 2010, I TOOK A CALL FROM A PLEASANT ALASKAN, DICK WELDIN. I REMEMBER HIS GENUINE INTEREST IN BOAT DESIGN, THE PROS AND CONS OF FEATURES, AND HIS QUERIES AND SPECULATION ON CRAFTSMANSHIP. I EXTENDED AN INVITATION TO THE UPCOMING SEATTLE BOAT SHOW. LITTLE DID I SUSPECT THAT A YEAR LATER I WOULD BE AT THE SEATTLE SHOW STANDING ON DICK AND WIFE JENNIE'S NEW COASTAL CRAFT 400 IPS INDIGO. AND I HAD NO INCLINATION THAT I WOULD HAVE THE OPPORTUNITY TO CREW FOR THE WELDINS ON AN AMAZING HIGH-SPEED DELIVERY TO WHITTIER, ALASKA.

When Dick and Jennie came aboard the Coastal Craft in Seattle things started to click right away. They are the founders of Weldin Construction in Palmer, Alaska. Their business attributes much of its success to the same principles that guide Coastal Craft. When they looked at the boat we had on display, they saw the attention to detail, how it was designed to be a superior sea boat and yet refined to the ultimate fit, finish and comfort. Dick and Coastal Craft owner Jeff Rhodes bonded quickly; both are entrepreneurs who built businesses with a commitment to innovation and excellence.

Soon after *Indigo* sold, in the midst of the

largest economic downturn the boating industry had seen in decades, Coastal Craft sales grew. Jeff had to design new models, build infrastructure and deliver a boat to Alaska come spring. There were not enough hours in a day for him to do it all, and he had to make a difficult decision. A trip to Alaska was an adventure he would have loved, and his years of commercial experience running up the Inside Passage made him the perfect person to accompany the Weldins. But he needed to stay and manage production at Coastal Craft. Who could do the trip in his place? This sales guy raised his hand.

In my former work I captained a commercial boat, logging lots of open-ocean time and gaining experience few boaters obtain in a lifetime. I had the credentials, the Weldins graciously accepted, and I was honoured to be first crew of *Indigo*. But I was also terrified. Having the trip go any way but smoothly was not an option. I studied with a frenzy. I read guidebooks and talked to commercial fishermen and seasoned cruising guides.

TRIP PLANNING

Our first decision was the departure date. My research suggested the best time to go was late May and early June, sooner than I would have thought. I learned that while later weather is warmer it comes with the addition of wind and fog, both substantial hazards to navigation.

Indigo is fast, really fast. She tops out at nearly 40 knots and holds a very economical 30-knot cruise. She can run at 16-24 knots in most seas. So we had the opportunity to cover major distances each day in a relatively fast trip.

I decided to divide the journey into 10 legs, mostly determined by reliable fuel stops. Some legs were the maximum distance we could do in a day, like the Gulf of Alaska; others were shorter to allow for weather, sightseeing, or unplanned events. In particular, we needed alternate plans for fuel stops and services in case of mishaps.

The next step was deciding which day to leave. Coastal Craft holds its

annual owners' rendezvous in late May each year at Poet's Cove Resort at Bedwell Harbour. I thought this might be a fun time to launch for a couple reasons. The Weldins could attend the rendezvous and not have to fly back down a second time for the trip. And the buzz of a major expedition might get conversation going among rendezvous attendees. We also hoped to get some tips from owners who were veterans of the Inside Passage.

I shared my plan with those who had more experience and their reservations always revolved around the distance we aimed to travel in the

Indigo is fast, really fast. She tops out at nearly 40 knots and holds a very economical 30-knot cruise. So we had the opportunity to cover major distances each day.

time planned. I would listen to their questions and reassure them but not entirely address their disbelief that a boat could sustain travel at 30 knots. I knew the 400 IPS had an easy 30-knot cruise in good weather. What I did not know was the speed we would be able to sustain offshore.

The rendezvous was fun and exciting. We had 17 Coastal Crafts attend along with three couples who had boats in production. The after-dinner conversation buzzed with excitement about the coming trip north. *Indigo* was on a fast track, and the 400 IPS *A4SEA* owned by Bernie and Beverly Fipp would accompany us up to Ketchikan.

SUNDAY, MAY 20

Saturday's sunshine ran off with the sunset and Sunday greeted us with high clouds and light rain but no wind. After lunch, many goodbyes and well wishes, *Indigo* headed 33 miles to Bellingham to complete her first US Customs entry before heading north. The water was smooth in spite of the grey weather. We cleared US Customs effortlessly and

re-entered Canada at Bedwell Harbour. We originally thought we would stay at Poet's Cove for a night but we couldn't overlook the day's smooth water. We decided to meet *A4SEA* in Nanaimo, and the calm seas and light rain followed us all the way there. On our first day, we travelled nearly 170 miles.

MONDAY, MAY 21

The Halibut Bank weather buoy reported a calm Strait of Georgia, adding to my elevated mood. We left Nanaimo with more grey skies, light rain and calm winds. The "long way" through Desolation Sound and surrounding islands appealed as the route to Port McNeill. We wanted to see the sights and spend as little time as possible in Johnstone Strait, where the forecast was grim: gale-force winds. If the conditions were as bad as predicted we could fall back and anchor in the Octopus Islands.

The weather remained fine as we cruised at 30 knots past Desolation Sound, through the Yuculta Rapids and the

whirlpools near Dent Island. Dick particularly enjoyed driving *Indigo* in the whirlpools. He has extensive river experience so it was fun for him to witness river hydraulics in the ocean.

A little rain and chop arrived on our approach to Johnstone Strait but the weather tamed as we advanced. We ran the strait in mostly sunny conditions, some light rain, winds under 10 knots and no more than one-foot chop. We cruised comfortably into the Port McNeill fuel dock having covered nearly 180 miles at 30 knots all day.

The next leg of our journey, through Queen Charlotte Strait and around Cape Caution, would be our first open water. My research told me the forecast gale had passed us by and we had a good chance at calm weather tomorrow. We were also warned to watch the outgoing tide from the fjords and inlets around Cape Caution. If these significant outflows meet incoming wind and waves, it makes for a very dangerous situation. I double-checked the weather reports and they pointed to southeasterly conditions that should ▶



↑ Ice was everywhere in Tracy Arm—it made for a magical sight.

dampen the effects of this flow rather than jack it up. We decided to check in the morning—we could always turn back if the going was too rough.

TUESDAY, MAY 22

Queen Charlotte Strait was remarkably calm. A nice breeze at our backs pushed us out toward Cape Caution and the open ocean. Ten minutes seemed like 10 hours as I waited to get to the outflowing water. Thankfully, as I had hoped, the direction of the weather calmed the waves and currents and we were able to make our full cruising speed of 30 knots. It was a beautiful day to make the trip.

Our speed and economy were so good that we made a running call to pass our planned destination of Shearwater Marina near Bella Bella and push on to Prince Rupert, making it a 290-mile day. We headed for Finlayson Channel to make a truly inside passage to Rupert, reaching it just as the fuel dock prepared to close. This was a lucky break since we wanted to get an early start to Dixon Entrance the next morning. Again, the weather was in our favour and it was our intention to make time while we could.

WEDNESDAY, MAY 23

We all woke early to calm weather. Reports from the Central Dixon Entrance buoy suggested conditions should be favorable and we were

underway by 0600 hours. We arrived at Ketchikan at 0800 Alaska Time. By the time we cleared US Customs A4SEA was tied up and ready to clear. The Fipps planned to stay in Ketchikan for a few days but we still had a great distance to cover. We exchanged friendly farewells and pushed on for Petersburg. Again, we had almost magical mirror-calm water as we cruised toward the Wrangell Narrows that lead to Petersburg. We arrived at 1330, much earlier than we stopped on previous days, but the next good spot for fuel was Juneau and that was too far to go today.

After dinner in town, we went over our next day's plan. If the weather was good, we would go to Elfin Cove, a good place to fuel and launch into the Gulf of Alaska early the following day. We had easily done 200 miles this day and Elfin Cove was about the same distance away.

THURSDAY, MAY 24

I added Tracy Arm as a stop because I had heard it was a great place to see icebergs. Dick and Jennie were very kind to make this detour: since they live in northern Alaska, glaciers and icebergs aren't a novelty. As we neared Tracy Arm I could see what looked like a fleet of boats outside the large bay. The white dots were not boats, but bergs. The hair on my neck stood straight up—I was so ecstatic that I did

not notice Dick and Jennie yawning!

As we slowly moved into the fjord, more and more icebergs appeared, littering the horizon on glass-flat water. It was eerie, silent, graceful and majestic all at the same time. We idled around a couple of the largest icebergs and saw others beached on the rocks at low tide. Soon we were back on our way at 30 knots.

I realized we would arrive at Elfin Cove with enough daylight left to make it to Yakutat in the Gulf of Alaska. With the weather so good and daylight lasting till after 2200 I thought we should peek into the gulf. If it looked reasonable, we would make the 145-mile run to Yakutat tonight. The crew was ready to keep going and we were all anxious to get the gulf crossing behind us, so we stopped at Elfin Cove only for fuel.

The calm was surreal. It looked as if we would make full speed but the farther we got out into the gulf the more seas we encountered. Not bad but enough to knock our speed down, first to 27 knots and then 20. There wasn't much wind; a confused sea with swells from two different directions created the lump that slowed us down.

Not far out of Elfin Cove we got our first radio call from the only other small vessel we saw on our gulf crossing. It was *St. Joseph*, a 55' commercial fish tender. He must have seen our AIS signal because he called

Bellingham, Washington to Whittier, Alaska

Approximate total miles traveled:	1,500
Day 1 Bellingham-Nanaimo	170 miles
Day 2 Nanaimo-Port McNeill	180 miles
Day 3 Port McNeill-Prince Rupert	290 miles
Day 4 Prince Rupert-Petersburg	200 miles
Day 5 Petersburg-Yakutat	360 miles
Day 6 Yakutat to Whittier	300 miles
Average Fuel Consumption:	9 mpg
Average Speed:	27 knots
Spray that hit Windows:	None

Indigo

Coastal Craft 400 IPS

LOA	43'
Beam	14
Draft	3' 6"
Displacement (loaded)	31,500 lbs
Propulsion	Twin Volvo IPS600 Drives
Engines	Twin Volvo D6-435 Diesels
Maximum Speed	37 knots
Maximum Cruise	30 knots

us on the radio by our name and asked how we could be doing 27 knots in such sloppy seas. We wished him well and continued on into Yakutat.

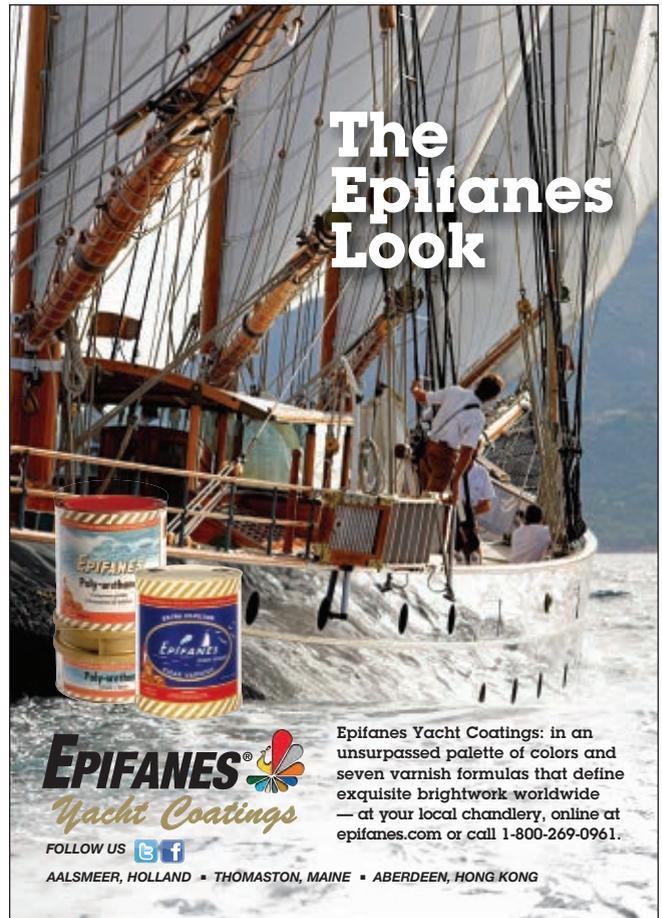
There was no cell service in Yakutat so we used the satellite phone to call for fuel. The recording gave after-hours numbers and the first one I called was Jerome. At 2245pm he said, "Sure, I can bring fuel but there will be \$100 surcharge." We agreed to the price with appreciation. Jerome arrived in 20 minutes and we fueled. We asked him about the weather forecast and he relayed what he heard from the fishermen: the weather was turning tomorrow.

We crossed our fingers that we could get across the gulf before the weather turned. I had a weather expert I was waiting to use for this particular crossing. For a price he would give us a detailed professional analysis for our area. I did my calculations 100 times. We had 400 gallons of fuel; I considered 360 to be the maximum available. If we made similar speed and economy (20 knots at 23 gph) to today, we would be underway for 14.5 hours and use 335 gallons of fuel. That left 25 gallons in reserve. If the weather got rough and we slowed to 16 knots, our economy would drop. But hopefully we would make it across the gulf and into Prince William Sound before we had to drop our speed to seven knots to conserve fuel. The key was to make good time and good economy and it all depended on Mother Nature. We had done 360 miles that day and planned on nearly 300 the next.

FRIDAY, MAY 25

I called for our weather analysis as we idled out into Yakutat Bay. Bob's report was clear, just as we had heard locally. The weather was good now but would turn later today. On our whole route we would encounter no more than five-foot seas and no more than 20 knots of wind. For the time being wind and waves were coming from the southeast (at our backs) but would turn to a less favorable westerly direction later that day. So we were underway for Whittier.

We had two routing options, around the north or south ▶



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US Patent #6,474,265 Canadian Patent # 2,393,105



↑ *Indigo* sheds water in a big sea—not a drop on the windshield.

end of Kayak Island. The northern route was three miles shorter and would keep us in the lee of the island if the westerly came up. But the risks of its shallows and hazards were too great; we would go around the south end where the water was deep.

In the Gulf the seas appeared as we had seen them the night before: we had two swells at three to five feet coming from directions 90 degrees apart. This made the ocean lumpy and confused. Dick settled into a smooth, even 20-22-knot cruise that handled the seas quite well.

Not 30 minutes out of Yakutat we got another call from *St. Joseph*. He had been underway all night and was a bit behind us. Once we rounded the tip of Kayak Island (about halfway across) we would see if the weather changed and could make a decision to turn around there. Once we committed at that point there was no turning back.

About two hours before Kayak Island we got a satellite call from Jeff. "How's the weather?" he asked with obvious concern. I said it was amazing, five-foot waves and under, and less than 15 knots of wind, but we had this stubborn westerly swell that Bob had not forecast. This swell slowed us down. Jeff got serious: "I have seen some buoy reports and forecasts that are calling for a gale in your area. If I was you I would not have gone this morning."

The weather here was exceptionally good. Based on all of my years of offshore work, the idea that we would experience gale conditions in a few hours simply did not ring true. I asked Jeff to call Bob with this data and see what they came up with together. We still had time to turn around but my sense was that we had picked the weather perfectly and now was the time to go. Jeff thought we should stay closer to shore, that the weather would be better; he recommended we round the north end of Kayak Island.

Dick and I looked over the charts again. We had the same take: too shallow, too close to shore and possibly breakers. I'll choose big seas and wind in deep water over shore break and rocks any day. We decided to stay on course for the south end. Jeff phoned after talking to Bob to say it was looking better but we would likely experience 20-knot winds before we entered Prince William Sound. That I could handle. I relaxed a bit and got back to helping Dick look for debris.

With Dick and I both paying full attention in the confused seas, we were surprised by our first hit. We heard a solid thunk against the aluminum hull, then lighter bumps as the unseen object worked its way back to our perfectly-honed niral props. There was nothing to do but hope the design of the boat—with skegs well in front

the IPS drives to deflect debris—did what it was intended to do. Whatever it was, the object spared us any damage; the skegs likely pushed the debris down and under our precious props.

Not long after the near-miss, the Hinchinbrook Entrance to Prince William Sound came into view. We had made it. Around 1730, we entered Hinchinbrook Entrance. We were over 12 hours underway and we had another hour-and-a-half to go. Once inside the entrance you are protected from the swells. It was awesome to see the islands and coastline of Prince William Sound.

I was in a sort of shock: we had made it safely. None of the crews on vessels we saw coming in and out of the harbour at Whittier could possibly understand how far and how fast we had come.

The next morning, Jennie showed me the local newspaper. It had a picture of *St. Joseph* on her side on a beach with her cargo strewn about. She lost her steering in 20-foot seas and the crew of five was evacuated by helicopter. *St. Joseph* was about six hours behind us. It was shocking to read of her experience in such terrible conditions. Again, we felt very fortunate to have made it safely.

The Weldins are truly exceptional people who commissioned a truly extraordinary vessel in *Indigo*. I was honored to have the opportunity to help them to bring *Indigo* home. ■

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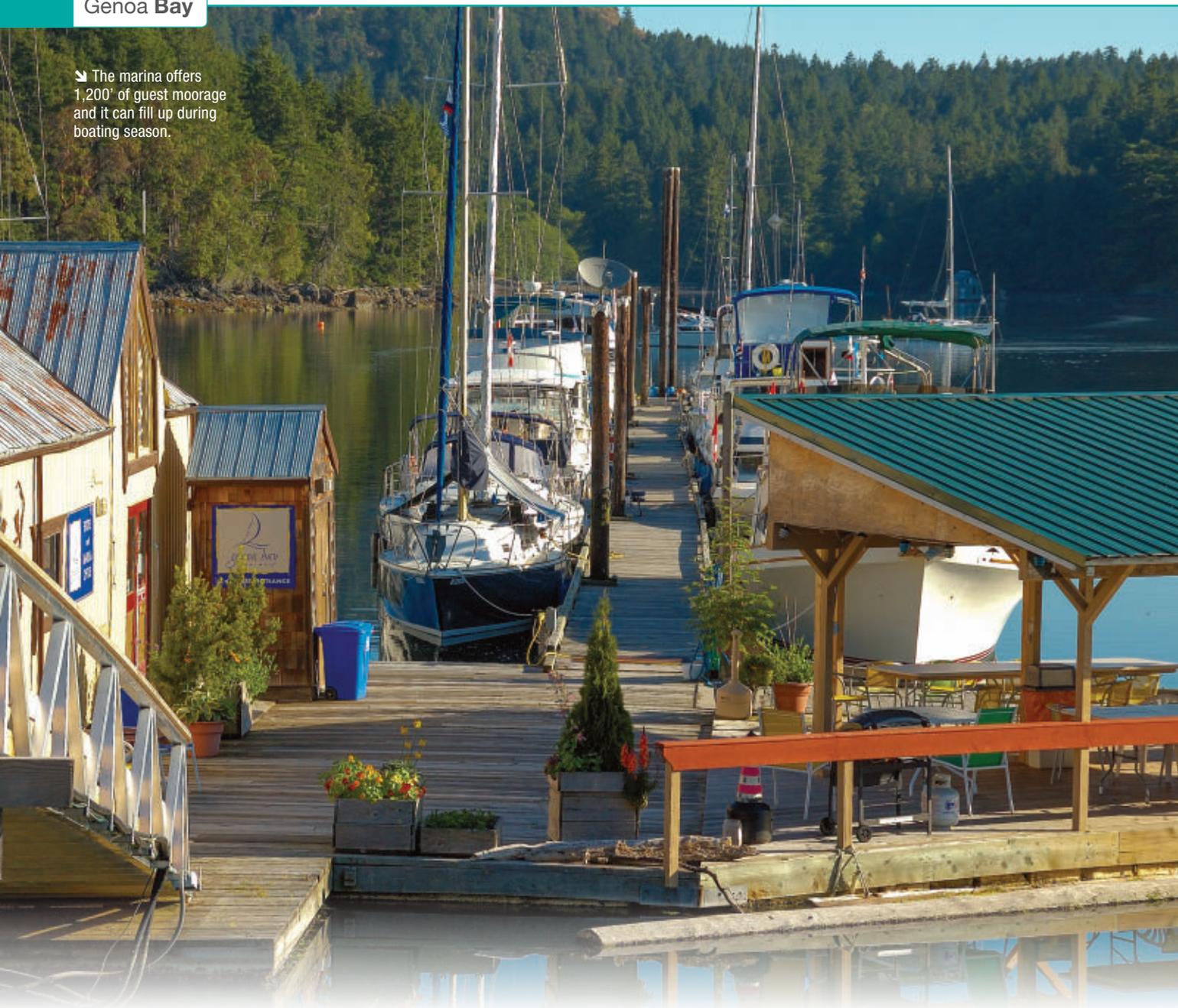
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↘ The marina offers 1,200' of guest moorage and it can fill up during boating season.



Destination Genoa Bay

TRANQUIL, COLOURFUL AND FUNKY, GENOA BAY IS A MUST STOP FOR WEST COAST BOATERS.

Story & Photos by Deane Hislop

THE DAY BROTHERS WILL AND BEN KIEDAISCH ASSUMED OWNERSHIP OF GENOA BAY MARINA, THEY INHERITED OUTSTANDING BILLS, THE BANK WAS ABOUT TO FORECLOSE ON THE PROPERTY, AND THE ELECTRICITY WAS IN DANGER OF BEING TURNED OFF.

“We didn’t know port from starboard when we took over,” says Will, laughing. “We had to learn how to run a marina from the ground up.”

“We didn’t even own a boat and the first tool we had to buy was a bolt cutter because the marina was locked and abandoned,” recalls Ben.

When their first visitor asked how much they charged, the brothers asked him what he paid where he stayed the previous night.

From those humble beginnings, the Kiedaisch brothers have turned Genoa Bay Marina into the kind of place you don’t want to leave after just a couple of days. The service is second to none, and everyone involved in running the marina love what they do. My wife Arlene and I experienced the Genoa Bay hospitality on a recent cruise through the southern Gulf Islands.

Genoa Bay is a quaint little settlement with a marina nestled in a quiet and picturesque bay on southeast Vancouver Island, at the south end of Sansum Narrows. It was named by pioneer settler Giovanni Baptiste Ordano in 1858 because it reminded him of his home in Italy.

CAREER CHANGE

The Kiedaisch boys are California transplants. In 1971, when they were children, their family relocated from California to Nanaimo, British Columbia, which led to the family owing the marina for more than 20 years; their father and a friend owned it jointly. After the passing of their father the brothers had a couple of options: let the property foreclose or operate the weathered marina. Will (aka “Mr. Hooper”) is the elder of the two, with an education in sales and marketing; Ben, (alias “Muffin Man”) is trained in the culinary arts. Working in their respective fields at the time, they opted for career and lifestyle changes to take over the marina.

Will, with wife Karen and their two children, returned to Vancouver Island. Ben and his spouse Kirsten lived on a float home at the marina until the birth of their first child.

“We have Canadian wives, landed immigrant status, and we know all the rules for hockey, so we’re hoping that means we can stay,” Will said. “This was the last place we imagined being.”

Now, they can’t imagine being anywhere else.

“During the first summer, our Uncle Jim was the wharfinger,” Ben said. “Because he is an ex-Navy man, we had great faith in his nautical knowledge, but it was shaken when a visitor asked him where they could find the wharfinger and he responded, ‘Don’t have that boat here.’”

They have come a long way since then. Their progress is the result of hard work and a pinch of luck, seasoned with huge doses of humour. The brothers—with the help of their crew, Frauke McCashin and Geoff “Mr. Fix-it” Hill—have earned a reputation for making visiting boaters feel at home. Their good nature is reflected in the character of the marina itself. It’s a feel-good place, the kind of place that gives



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↑ The Genoa Bay Café, right above the marina, offers first-class dining that features local ingredients. ↓ Ben lends a helping hand.



↓ Artwork adorns docks and boathouses throughout the marina.



you a sense of pride and a feeling ownership. And boaters have responded: Genoa Bay is a favourite stop for more than 3,000 visiting boats each year.

Ask Ben what the marina's stylish logo represents, and he responds characteristically: "What do you want it to be? If you're a sailor, it's a sail. If you're a powerboater, it's a crescent moon. We aim to please."

SCENIC SETTING

The approach to Genoa Bay is scenic, offering a panorama view of Saltspring and Vancouver islands, punctuated in all directions by channels, passages, inlets and narrows. Approaching from the southeast, skippers need to beware of rocks and shoals near the eastern shore after they pass Separation Point. A mid-channel course is advisable.

Genoa Bay's entrance is wide, open and has a clearly marked straight-in approach. Once beyond the red and green channel markers at the entrance, arriving vessels will find the marina to port. The guest moorage floats are located in the centre of the

marina, oriented north and south, and approached from the north.

Berth assignments are available by hailing the marina on the VHF. The marina monitors VHF Ch 66A from April through October. Sometimes, because of the rugged local topography, they can't get calls until boats are close by.

Genoa Bay Marina is charming, funky and postcard-picturesque. It occupies the site of a former sawmill, said to have been one of British Columbia's largest at the turn of the century. A colourful and eclectic mix of vessels, boathouses and float homes fills the western portion of the marina. Flowers abound in dockside containers, while the emerald green bay is surrounded by steep forested hillsides.

The marina has 85 permanent moorage slips and 1,200 linear feet of transient floats that are wide and stable, and supplied with water and 30 or 50-amp power. The water comes from a local community well and is filtered and monitored; the supply is somewhat limited. Boats to 80' can be

accommodated on the guest moorage docks. Larger vessels will find plenty of anchorage in the bay over a sticky mud bottom.

RELAX, ENJOY

The marina facilities are adorned with attractive local art; a fiberglass orca leaps from an intersection of two floats while an airborne salmon and a great blue heron constructed of wire adorn a boulder on the east side of the main pier. Every boathouse on F dock bears a construction by Tom Faue, an area pioneer in "found art."

There's plenty to enjoy here once you're settled. Watch eagles soar overhead. Listen to the breeze stir in the treetops while otters, seals and cormorants provide endless entertainment. For a minimal fee you can access email via the dock's wi-fi network. Take a taxi for a round of golf or a shopping excursion to nearby Cowichan Bay or Duncan, drop by the tasting rooms of the area's many vineyards or just put your feet up and do nothing at all.

The marina store at the head of the

↙ A tranquil morning on the docks, with Mt. Tzuhaem in the background.



guest docks carries an eclectic mix of local products, snacks, grocery items, nautical books, magazines, marine supplies, souvenirs, coffee, ice, and a full line of Genoa Bay shirts, jackets and hats. On July 1, 2011 the brothers opened a breakfast cabana adjacent to the party dock and it quickly became a gathering place for the morning crowd. Visiting boaters with two consecutive nights of moorage receive free breakfast on the dock.

The covered party dock accommodates visiting yacht club rendezvous potlucks or impromptu dock parties. Upland facilities include an excellent restaurant, clean and spacious showers and restrooms, coin-operated laundry, and a small but inviting picnic area.

WATERSIDE DINING

For us, a visit to Genoa Bay would not be complete without a meal, or two, at the Genoa Bay Café, open seven days a week from June through September. Perched on the water's edge overlooking the marina, the café offers five-star quality cuisine in a ▶

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Brothers Will and Ben Kiedaisch... hard at work.



Oversize kitchen utensils outside the café.

casual atmosphere. It has 40 indoor seats and another 30 on the seaside deck. The combination of the view, smell and taste provide diners with sensory overload.

The café is operated by Stacey Johnson, Dan Caird and Gord Rumley. Johnson told us that Chef Dustin Cooknell's menus provide a variety of choice and showcase the foods of Vancouver Island and the

Pacific Northwest.

"We are proud to feature local seafood, such as our Saltspring Island mussels and seasonal specials such as fresh halibut and spot prawns," Stacey said.

We enjoyed a wonderful leisurely dinner the first night of our visit, starting with the spinach salad. Arlene selected Herb Crusted Spring Halibut for an entrée, and I chose Ribeye Steak

with Roasted Garlic Mash Potatoes and seasonal vegetables. The meals were so delicious we returned the next afternoon to sample the lunch menu, and Cooknell's signature calamari did not disappoint.

If you feel the need to work off some of those calories or just want to stretch your sea legs, the moderately easy hike up the trail from the marina to Skinner Bluff on Mount Tzuohalem offers great views of Cowichan Bay... and a good, light workout.

Back at the marina, a short walk down the dock from the store brings visitors to Genoa Bay Gallery. This is the workplace and home for owner Colleen Irwin. She and two friends opened the floating gallery, which features pieces by local artists, in 1999. Not surprisingly, much of the art on display favours nautical and wildlife themes.

On the last morning of our visit I walked the docks, the aroma of fresh coffee and breakfast filled the air, and the sound of whistling tea pots added to the tranquil morning, all making for a memorable Genoa Bay experience. Genoa Bay Marina is open year-round and worth a visit for a day, or a week. ■



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DETAILS & COORDINATES

Charts: 3441, 3442, 3478 and Gulf Islands Atlas 3313

Location: 48° 45.5' N, 123 ° 36' W

Marina Info: www.genoabaymarina.com

Hazards: Navigational aids mark rocks and safe channel at bay entrance

Attractions: The tranquility of picturesque Genoa Bay, funky and colourful marina setting, excellent restaurant

Nearest Fuel and Provisions: Cowichan Bay



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In collaboration with Andy Adams, Brian Kelly, Brad Marchant and Duart Snow

IN MARINE ELECTRONICS THERE HAVE BEEN INCREDIBLE ADVANCES IN PERFORMANCE, SIMPLICITY AND CONVENIENCE COMBINED WITH GRADUALLY DROPPING PRICES OVER THE PAST FEW YEARS. HOWEVER, INDUSTRY INSIDERS TELL US THE PRICES HAVE PROBABLY BOTTOMED OUT; WE'RE NOT GOING LOWER.

So, if you have an older boat, now is the time to re-think the benefits you can gain by upgrading your helm electronics equipment.

If you are considering a new boat, this article should assist you in sorting out the sometimes bewildering range of capabilities and overlapping technologies.

We are taking the approach of evaluating three different helm setups; a 22' power boat, a 43' sailboat with additional equipment for club racing and finally, a 40' trawler yacht that has been rigged out for long distance cruising.

THE JARGON

Consumers will often hear electronics jargon like NMEA 0183, NMEA 2000 and soon you will hear NMEA OneNet. Other terms include GPS, DGPS, DSC, AIS, MMSI, and of course, the great tease, Easy DIY!

Let's define some key terms.

"Plug'n'play" means the device

is supposed to just plug in and work without further adjustment or effort. Talk to your marine electronics retailer or installation technician to see that this is actually true given your existing equipment.

"Touch screen" is a screen you touch to select functions using your finger while "hybrid touch" is a touch screen that also has buttons or other controls. Some screens have just buttons for controls. The choice depends on your needs and your boat.

GPS is Global Positioning System—a global array of U.S. satellites that can triangulate to determine your position on the face of the earth within a few feet, almost anywhere.

AIS is Automatic Identification System and it uses the MMSI, Maritime Mobile Service Identity which is a unique identification code that can be issued to your vessel through our Government.

VHF radio is a Very High Frequency two-way radio for communications.

The NMEA is the National Marine Manufacturers Association, an association that works toward setting standards for marine electronics equipment, establishes technical dimensions and general cooperation through the industry to the benefit of consumers.

NMEA 0183 is the universal communications protocol for marine

1 COMPASS

BENEFIT: Always Know Where You Are Going
In spite of the tremendous capabilities of modern electronics for navigation, don't forget to have a high-quality, properly adjusted compass on the helm as a way of cross checking the accuracy of your course headings. In the event of a total electronics failure, your compass could still guide you home.

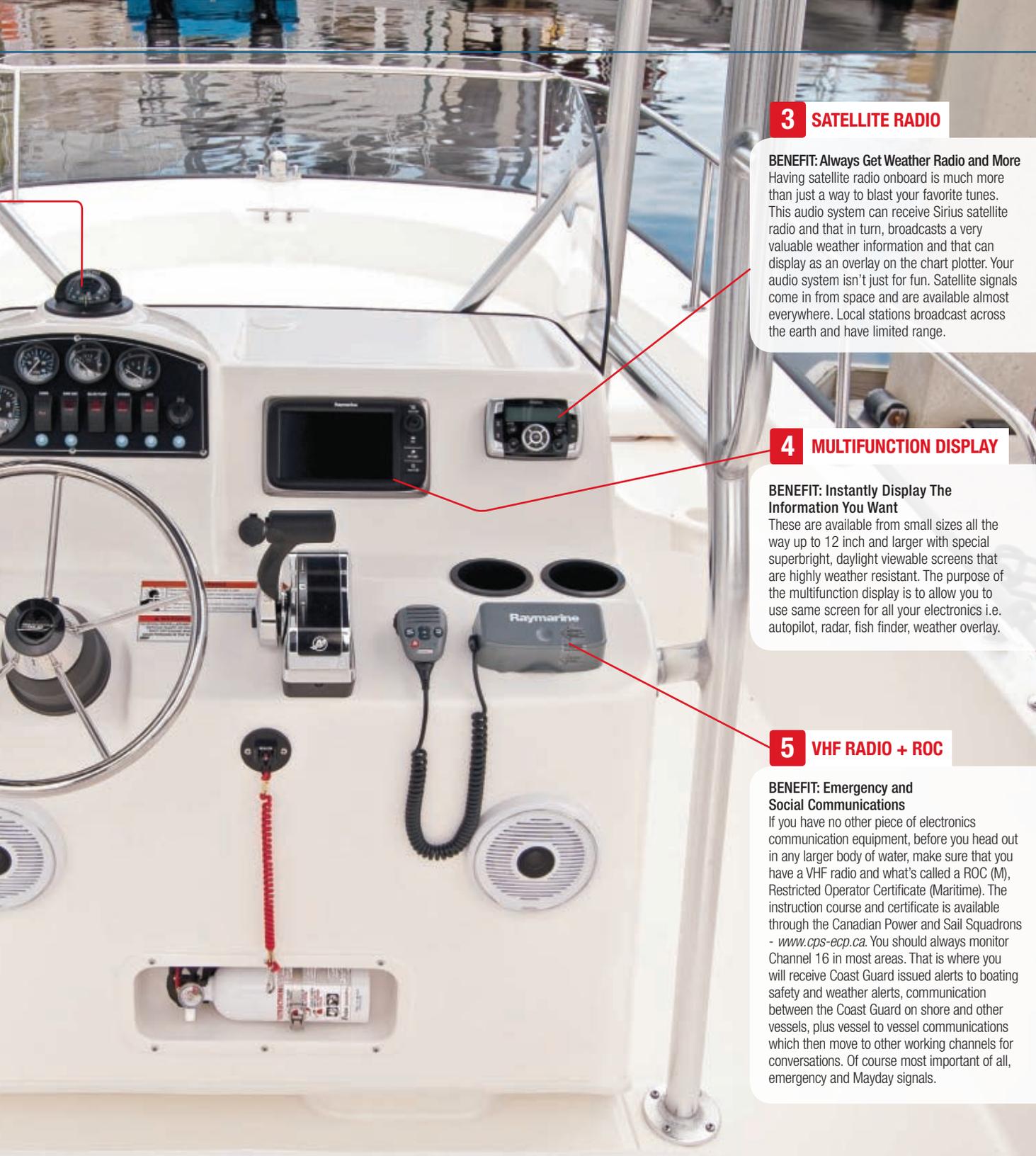
2 PAPER CHARTS

BENEFIT: Find Your Way Home

Always have a dry, safe place to store your paper charts. They may seem old-fashioned but again, when all else fails, your paper charts can tell you where you are and can get you home.

electronics equipment currently on the market. It uses a simple ASCII, serial communications protocol that defines how data is transmitted in a "sentence" from one 'talker' to one or more 'listeners' at a time. This makes it difficult to create a "network" but NMEA 0183 continues and is still valuable.

NMEA 2000 is a CANbus, (Controller Area Network) system



3 SATELLITE RADIO

BENEFIT: Always Get Weather Radio and More
Having satellite radio onboard is much more than just a way to blast your favorite tunes. This audio system can receive Sirius satellite radio and that in turn, broadcasts a very valuable weather information and that can display as an overlay on the chart plotter. Your audio system isn't just for fun. Satellite signals come in from space and are available almost everywhere. Local stations broadcast across the earth and have limited range.

4 MULTIFUNCTION DISPLAY

BENEFIT: Instantly Display The Information You Want
These are available from small sizes all the way up to 12 inch and larger with special superbright, daylight viewable screens that are highly weather resistant. The purpose of the multifunction display is to allow you to use same screen for all your electronics i.e. autopilot, radar, fish finder, weather overlay.

5 VHF RADIO + ROC

BENEFIT: Emergency and Social Communications
If you have no other piece of electronics communication equipment, before you head out in any larger body of water, make sure that you have a VHF radio and what's called a ROC (M), Restricted Operator Certificate (Maritime). The instruction course and certificate is available through the Canadian Power and Sail Squadrons - www.cps-ecp.ca. You should always monitor Channel 16 in most areas. That is where you will receive Coast Guard issued alerts to boating safety and weather alerts, communication between the Coast Guard on shore and other vessels, plus vessel to vessel communications which then move to other working channels for conversations. Of course most important of all, emergency and Mayday signals.

that was adopted from the automotive market. NMEA 2000 allows the user to create a backbone and interconnect various marine electronic manufacturers. It is meant to be a "Plug and Play" system.

NMEA OneNet is a brand new ethernet-based version that will have far greater data speeds and capacities enabling much larger amounts

of data such as video to be displayed on board. It will compliment NMEA2000 and the specifications are in draft form for publication in 2014—a glimpse of the future!

Refitting is big business these days as boat owners discover the great capabilities of this equipment and also, how easy it is becoming to use.

Recognizing the importance of easy

installation, more and more new equipment is offered with adapter hardware so the new device fits the "hole" left by the old device.

Have a look at the benefits you can enjoy with the latest marine electronics equipment!

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The Benefits of Navigation Electronics

AT THE HELM OF A MID-SIZED CRUISING SAILBOAT AND A 40' POWER CRUISER

By Duart Snow, with Brad Marchant,
First Yacht Services & Andy Adams with
Brian Kelly, Bayland Enterprises

TODAY'S MID-SIZED SAILING CRUISER REQUIRES MUCH THE SAME IN ELECTRONICS AS A POWERBOAT OF SIMILAR SIZE AND RANGE, WITH THE EXCEPTION OF SAILING-SPECIFIC INSTRUMENTS. ONE KEY DIFFERENCE IS THAT WHILE MOST POWERBOATS DUPLICATE THEIR ELECTRONICS ARRAY AT TWO STEERING STATIONS, SAILBOATS ARE USUALLY STEERED FROM THE COCKPIT ALONE AND CORE INSTRUMENTS AND DISPLAYS ARE LOCATED THERE. THEY MAY OR MAY NOT BE DUPLICATED AT THE NAV STATION BELOW.

North Vancouver's First Yacht Services is a certified Raymarine and Simrad installer and specializes in electronics upgrades. Brad Marchant of FYS walked us through key components of an electronics package for a sailing cruiser around 40', and some considerations in assembling your chosen package, whether you're outfitting a new boat or refitting an older one.



Sailboats are usually steered from the cockpit so primary instruments are located at the helm. They may also be duplicated at a lower nav station.

1 - MULTIFUNCTION DISPLAY

BENEFIT: Quick, accurate information.

Essential to the modern cruiser in Marchant's view, the multifunction display (MFD) serves as the core of the networked system. "A chartplotter is no longer a luxury item—it's a safety item. It's a quick, accurate

reference to location and navigation data. To get that on a paper chart can take more time and attention, perhaps when you can least afford it." Stand-alone plotters are really things of the past, giving way to multifunction displays that deliver bright, clear visuals of data from just about ▶

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any other component, from radar and AIS to engine instrumentation, while cleaning up “gadget clutter” at the helm or nav station. Dual displays are typical on this size of sailboat: the primary display in the cockpit, visible from single or dual steering stations, and a secondary display at the nav station, where it is useful for passage planning and programming. Larger sailboats with ever-wider cockpits may need a display at each of two wheel stations.

2 - AIS

BENEFIT: Situational Awareness

Increasingly popular, says Marchant, and another useful safety feature. If an AIS transmitter-receiver is installed and the vessel has an MMSI code, it can broadcast its identity and location to other vessels or observers ashore. Because it's not limited to line of sight and provides clear identity, course and speed data from approaching vessels, AIS can also function as a valuable complement to radar in avoiding collisions in poor or restricted visibility.

3 - RADAR

BENEFIT: See In The Dark Or The Fog

Another essential for the serious cruiser, especially in areas prone to fog, such as coastal waters. Today's digital radar represents a dramatic advance in usability and readability; among other advantages, it can display approaching targets in a different colour from rain or sea clutter, making identification easier. Typically, radar is displayed on the boat's MFD, alongside chart displays or even overlaid on top of them.

4 - AUTOPILOT

BENEFIT: Effortlessly Steer An Accurate Course

Perhaps not essential, but an important asset to single or couple crews who may need an extra hand aboard from time to time. “The autopilot is that extra hand,” says Marchant. Interfaced with other components of an electronics network, a pilot can steer to a heading, a wind angle or a waypoint, as well as auto-tack while the crew trims up. A pilot also makes light work of tedious steering on long passages under power. There is a wide choice of reliable ‘pilots on the market

these days, but Marchant cautions owners to make sure their new pilot is properly spec'd for the size and displacement of their boat. “An underpowered pilot, such as a wheel pilot, may steer a larger boat just fine under power in calm water, but it won't cut it under sail or in rougher water, and it may fail sooner than it would if it was sized properly.” In a typical 40-footer a hydraulic pilot with a cockpit control head/display is the way to go, he says. Wired or wireless remote autopilot controllers allow the crew to steer from anywhere on the boat, including tucked under the dodger out of the elements.

for the helmsman to read without taking his eyes off telltales or steering, and they share key performance data with the rest of the crew, wherever they are on deck.

6 - VHF

BENEFIT: Weather, Emergency and Social Communications

Even the humble VHF is part of the network on a modern cruising boat. VHF and AIS can share the same single masthead antenna, with an electronic splitter delivering their signals to the appropriate instrument. And GPS data is supplied to the radio to support Digital Selective



5 - SAILING INSTRUMENTS

BENEFIT: Sailing Performance Data at a Glance

The traditional sailing array—wind speed/direction/sailing angle, boat speed and depth—still have a place as stand-alone instruments on most boats, although their outputs can also be displayed on an MFD. Separate displays are usually larger and easier to read from a distance in a busy cockpit, and mean more MFD real estate can be devoted to charting or radar. Today's instruments can display a wide variety of data, often in owner-customizable ways. For example, if you just loved your old-school analog instruments, you may be able to set up your new instruments to read round! And even if they don't race actively, Marchant suggests that performance-oriented sailors could benefit from racing-style mast-mounted displays: they're easy

Calling capability.

On sailboats, the main VHF radio is typically installed at the nav station below and operated from a remote mike in the cockpit.

Marchant offers a final piece of advice for purchasers of new sailboats: having your desired electronics installed by the factory before delivery can save you money. Most manufacturers maintain relationships with key electronics suppliers and their purchasing power keeps component prices down. “There's a lot of value with most boats at the manufacturer level—getting these components installed there at purchase is going to save you money.” Plan your package carefully before you buy, including key items such as plotters, displays and radar, and make it all part of the boat purchase. ▶

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BENEFIT: NMEA 2000 HELPS ALL THE COMPONENTS WORK TOGETHER

Networking: In today's installations, all systems and instruments can be connected by "backbones" of cables that carry data using protocols such as NMEA 2000 or Raymarine's proprietary SeaTalk NG. These interfaces greatly simplify installation while improving system reliability. They may also allow owners to mix and match components from different manufacturers to meet specific requirements.

For people with NMEA 0183 equipment, there are "gateways" available to convert into NMEA 2000. So you can upgrade and still maintain important existing equipment.

The cockpit of the Beneteau 43 pictured on page 30 and 31 is absolutely typical of the sort of installation Brad Marchant at FYS outlines. A single Raymarine E120 MFD is mounted on a pivoting pod

at the aft end of the cockpit table so it can be angled for viewing from either of the two steering stations. It displays GPS, charting and AIS data. Raymarine ST60+ Tridata (speed/depth/log) and wind speed/direction displays are mounted by the portside wheel, while an ST60+ repeater and an ST6002 SmartPilot control head live at the starboard wheel. A remote VHF mike is mounted on the inner side of the starboard console.

An interesting wrinkle of this installation was that while the boat had no instruments at the lower nav station other than a VHF radio, a large bulkhead-mounted Sony flat-screen TV can act as a repeater for the cockpit MFD, controlled by a keyboard that hides inside the chart table. Everything, but everything, can be interfaced...right?

Now we have come aboard a Mainship 40 that has been totally re-fitted for long distance cruising by Brian Kelly and his team at Bayland Enterprises in Georgian Bay, Ontario.

1 - NMEA2000

BENEFIT: Choose The Information You Want, When You Want It.

Here, the chart plotters (MFDs) are all tied to an NMEA2000 backbone by Maretron and virtually all the components onboard can "talk" to each other. A pair of Furuno MFD 8s which are NavNet 3-D multi-function displays, can display the information from all the other components because through the NMEA2000 backbone, they are all tied together, although this boat had no Fish Finder module. If the owners decided they wanted to take up fishing, they can later and easily add an NMEA2000 Fish Finder component.

Also, these chart plotters are using Jeppesen cartography, but again, the owners can change if they want. Again, there is also a weather overlay from Sirius satellite that gives a tremendous wealth of weather detail including such valuable things as wave height. This boat has a Furuno weather station called a BBWX2. The information can show on your ▶



Photo Credit: Courtesy of SunSail

Sailing: wow!

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MFDs can help you decide if you want to spend your day on the water. The benefit is that you can anticipate weather fronts by checking the wind speed and direction, temperature, and barometric pressure. Note: *You need a United States address for billing in order to get Sirius satellite information.*

This boat also has a 4 kW high-definition radar under a radome. Like the sailboat on page 30 and 31, the radar can help you “see” your way in the dark or in fog.

Again, the MFDs can display the AIS information revealing other vessels in the area even in darkness or fog. Another handy function is that the MFDs can switch to display digital engine data.

What is most important is that that whole range of information and more, can be quickly and easily selected to display on either screen. So, show your course on a map on one screen, overlay additional information like AIS or a radar sweep for collision avoidance and show engine data or depth sounder readings on the other screen; what ever you want, when ever you want it.

2 - ENGINE INSTRUMENTS

BENEFIT: Engine Information The Way You Are Used To Seeing It

The traditional analog engine instruments are a fast and familiar way to convey engine information. It's easy to see when a needle is out of whack.

3 - AUTOPILOT

BENEFIT: Precise Course Steering For Greatest Efficiency

This boat has an autopilot which ties into the NMEA2000 system so if you have an NMEA 2000 backbone, you can tie your compass and even a black box in the salon back into the network to all work together.

This allows you to set in the course on one of the multifunction displays. You simply press “go to”, then to “autopilot”, then to “navigate”, to “go to”, then “waypoint” and to “yes”. When you arrive at that waypoint, the system asks you for the next waypoint. Also, if you had the Max Sea computer program for PC you could plan your vacation and chart your trip at home or even in the comfort of the salon of your boat and then plug it into the hub and download your planned route to the navigation system and the autopilot will take you there.

4 - DIGITAL REPEATER

BENEFIT: Keep Critical Information In View

This boat has an F150 digital repeater. This gives critical information such as depth, speed over ground, wind information and more. A repeater is useful to have because it is a simple way for people to show their speed over ground or other information compared to sacrificing space on their multifunction display where they are otherwise following the route maps. The repeater controls lots of information such as water temperature, air temperature, air pressure, dewpoint information, distance traveled, timing and more.

Some boaters always like to see a big readable display to show for example, the water depth while they are otherwise navigating with the bigger screens.

This boat has a VHF radio and it ties into the chart plotter using NMEA 0183. That's how it gets your GPS position, latitude, longitude and the information for the Digital Selective Calling, DSC function. To facilitate that, owners need to apply to the government to get a mobile maritime service identification number, MMSI. This supplies a lot of information that is then broadcast out giving information about your vessel, your position, who you are and much more plus it facilitates automatic distress calling with a simple press of one button.

AIS on the chart plotter is MMSI-based and other boats can also see you through this system as well as you seeing them. You can learn what kind of vessel they have, whether they are recreational boats or commercial shipping center sharing the same space and more.

Brian Kelly showed me an AIS readout from around the world using his iPad. This was very impressive. Every boat equipped with AIS shows up all around the world and it is mandatory in some areas. Incredibly, we could go to any harbour in the world and find the AIS equipped vessels. The entertainment value alone is worth the price but if nothing else, it might prevent you from being hit.

BENEFIT: A Wealth Of Information

Today's electronics suites can deliver a wealth of information to make your

boating experiences more convenient, entertaining and safer too. The Mainship 40 we were on had a Maretron N2KView system using NMEA 2000. This then supplies such diverse information as the state of the battery banks, temperatures, charging levels [for example 12.9 V on the flowchart equals a 100% fully charged battery. This can also display 20% or 30% left etc.

With the fuel management package, you can see how much fuel you have used so you can determine the “sweet spot” for the boat's best fuel economy, the percentage of fuel left until empty and so on.

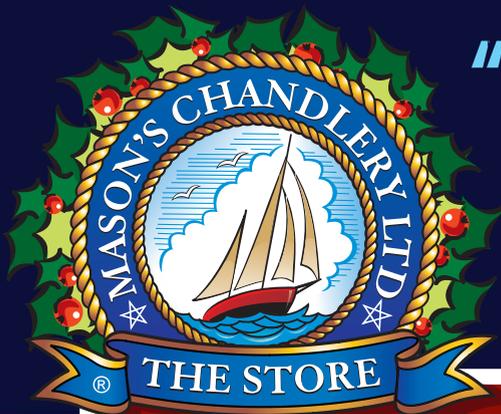
This boat is also equipped to monitor all of its tank levels for fuel, water, gray water, waste holding tanks and also the levels in the starboard tanks compared to the port tanks to keep the vessel trimmed. Finally, this boat has a remote control spotlight and also TracVision satellite television.

It's well rigged for long-distance cruising to best cope with any weather or navigation situation as well as to monitor all mechanical systems to avoid a breakdown or problem.

Incidentally, the National Marine Electronics Association (NMEA) has created a brochure to educate boaters about the possible hidden costs of purchasing marine electronics based on price alone. It's called A Guide to Boating Electronics: What You Should Know When Buying Electronics for Your Boat.

The Guide points out that while buying marine electronics from a mass marketer may be cheaper initially than buying from a dealer with trained technicians, the overall cost could turn out to be much greater for the cheaper electronics because of unanticipated repairs, reworking, or replacement later on. Only NMEA-trained technicians can provide the expert advice boaters need to ensure proper selection and installation of the electronics they purchase. Boaters can also count on the companies that employ these technicians for service and warranty support after the sale. ■

You can get a free copy of the Guide by visiting www.nmea.org or by contacting the NMEA office at 410-975-9425.



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Story & Photos by Elizabeth Regan

↑ The dinghy in tow in the Broughton Islands.

ROB AND I WERE COMPLETE NOVICES WHEN WE BOUGHT OUR FIRST BOAT, *FREE SPIRIT V*, A 1991 KADEY KROGEN 42 FOOT FULL-DISPLACEMENT TRAWLER, IN DECEMBER 2010. STILL, WE WANTED TO FOLLOW FRIENDS NORTH FOR A 10-WEEK CRUISE THE FOLLOWING SUMMER. BRINGING OUR KNOWLEDGE AND SKILLS UP TO STANDARD WOULD MEAN A LOT OF WINTER CRUISING.

Between December and the end of May 2011, with our reluctant standard poodle, Blue, in tow, we clocked almost 100 engine hours, and many of them weren't pretty. Early entries in our log betray our inexperience and anxiety: "Why is the battery low?" "Whitecaps+++" and, "Things are crashing around inside boat."

In fact, our "first hundred" included a wide array of mishaps. Like the time a gust of wind caught us on our first trip to the fuel dock and pushed us into a particularly magnificent and towering yacht. I watched helplessly as the big boat's anchor shaved a slice of teak from our rail like it was parmesan cheese. The burly permanent skipper on the towering yacht

ran to "greet" me as I did my best to fend off his boat. Prepared for an earful, I almost cried when he was as kind and helpful as could be. Miraculously, there was no harm to the other boat and, instead of exchanging insurance information, we were offered a tour.

After our first crossing of the Strait of Georgia, we attempted a tricky docking in a busy North Vancouver marina. Current and wind conspired against us (it's never *our* fault!) and we ended up with our bow pointing opposite to our intended direction and drifting sideways toward another boat. Friendly folks on that boat enthusiastically invited us to fender up and crash into them. With fenders in place, we came alongside gently and navigated into our slip—albeit from a different direction than we had planned.

After some reflection and a few glasses of wine, we concluded that we would only succeed in this venture if we were willing to learn from our failures, however public and spectacular they might be. This would take mental fortitude and mustering that would be the real challenge. It was a trial made easier by the unfailing kindness of



other boaters who, in addition to giving us helpful advice, shared their own horror stories.

New friends Bill and Eileen also own a 42' Krogen, *Ceilidh I*. With their amphibious yellow lab, Casca, they've explored the central BC coast every summer for years. They invited us to follow them the coming summer, leaving in the third week of June. Our only reservation was that we might be a burden, slowing them down or holding them back. That concern, and our constant fear of the unknown, motivated us to prepare systematically. With Bill and our instructor, we created lists of the skills and equipment we would need. Eileen offered sound advice about provisioning. We practised mapping out routes, towing the dinghy, dropping anchor and docking, docking, docking. By April 2011, we both passed our Canadian Yachting Association Basic Power Boating exams and Rob acquired his VHF operator's licence. On the basis of our instruction, testing and hours logged, our insurer granted coverage that permitted us to go all the way to Alaska. I remember thinking: *If they think we can do it, we must be able to, right?* We set our sights somewhat short of Alaska and aimed to get as far as Ocean Falls.

In May 2011, we redoubled our efforts to get the boat properly equipped and provisioned. We installed a new barbeque and freezer on the flybridge. We took the surprisingly heavy life raft in for repacking. We had a custom towline made for our tender, a 13' Boston Whaler. We installed a large stainless-steel reel on the flybridge to hold 600' of stern line. Hmm, a stern line. We had never used one of those. One more thing we'd

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45 qt. Yeti	25 1/2 x 15 1/2 x 15 1/2	22 lbs.
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80 qt. Engel	34.8 x 16.8 x 17.6	33 lbs.
85 qt. Yeti	35 x 17 1/8 x 18	32 lbs.
105 qt. Yeti	30 1/2 x 19 x 19 3/4	33 lbs.
120 qt. Yeti	40 x 19 1/8 x 18	39 lbs.
123 qt. Engel	42 x 18.8 x 17.7	45 lbs.
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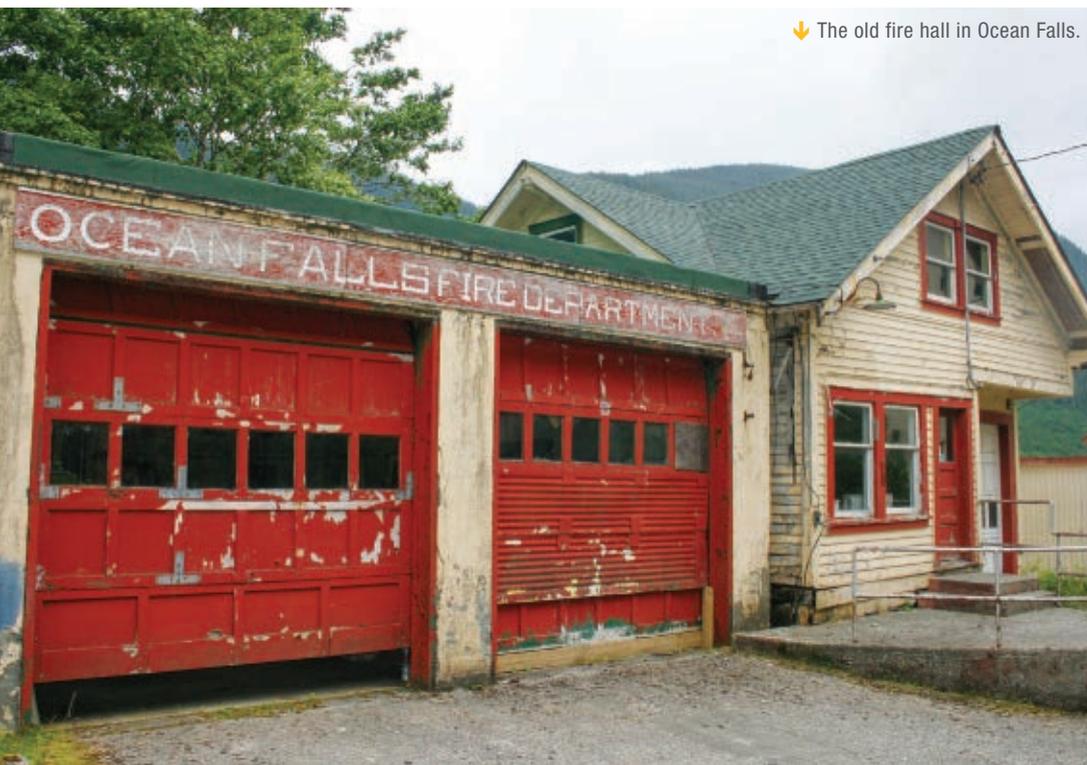
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↓ The old fire hall in Ocean Falls.



↑ An old totem pole towers in front of St. Michael's, the former residential school in Alert Bay. ↓ Memorial totem poles in the Namgis Burial Grounds at Alert Bay.



have to learn on the fly. We made unending lists of groceries and sundries.

Soon enough, the third week of June was upon us and there could be no more preparation. We bought our first-ever fishing licences. We parked our car for the summer. Blue made one last-ditch attempt to escape, but soon the three of us were underway.

ON OUR OWN

Our first summer aboard *Free Spirit V* drew an indelible line in our lives, marking our introduction to places and experiences we could not have imagined and revealing things about ourselves that we did not already know.

We were to join Bill and Eileen across the Strait of Georgia at Gibsons Landing, a three-day trip for us from Sidney. Our first night we were left on our own at anchor in Clam Bay, between Thetis and Kuper Islands. We had never anchored overnight, and the prospect was unnerving. We bit the bullet, did what we had been taught to do and settled in. Kuper Island belongs to the Penelakut First Nation, and at dusk we noticed a fellow in a canoe paddling nearby. Gilbert Smith, a resident of Kuper Island, stopped by to show us his lovely yellow cedar carvings. We purchased a carving of a salmon, a good omen for the weeks to come, we hoped.

Two days later, we left Gabriola

Island to cross the strait and decided to tow the Whaler. I let the line out while Rob steered ahead. To my horror, the loop on each cleat slipped gently off into the water and I watched as we left our tender behind. A virtual man-overboard exercise enabled us to retrieve the dinghy. We laughed uneasily and headed for Gibsons where we had a delightful dinner with Bill and Eileen and reviewed where they would lead us the following day.

At spectacular Jedediah Island we dropped anchor and I climbed a steep, brush-covered rock to secure our first stern tie. With only modest scrapes and bruises to show for my climb, we were set. We hiked around the unusual and visually stunning island, seeing feral goats, old-growth forest and the original homestead.

For the first few weeks, we felt like aliens; almost every task or experience was new. This included heading out under a dusky sky to drop our first prawn trap in Malaspina Strait and, the following morning, delightedly pulling it up to find 20 very large prawns.

We had read and heard so much about Desolation Sound that I wondered if it could live up to the hype. It really does. The approach is breathtaking and we couldn't believe we were finally seeing it. And from our own boat! We headed for Roscoe Bay where

we triple-checked our tide tables before we traversed a sandbar at just the right time to enter this stunning bay. That night, we enjoyed the bounty of our prawn trap—17 prawns (like socks in a dryer, three went missing while they cooked...) with orzo, green peppers, feta and white wine. What more could we want!

A couple of days later we decided to push on. The only safe time to exit Roscoe Bay (and clear the bar) was an uncivilized 0530 hours. We rose at 0500, raised the anchor and exited on time, then promptly dropped anchor on the other side of the bar and, as Bill shouted "good night" from his boat, we all went back to bed. At a more suitable hour, we steamed on to Tenedos Bay.

Our time here was enhanced by Eileen's historical connection to this area. She loaned me her copy of *Desolation Sound, A History* by Heather Harbord; Chapter 12, "Theodosia Inlet and Tenedos Bay, Ultimate Wilderness for the Palmers," details her ancestors' journey to and homesteading in this rugged area.

THROUGH THE RAPIDS

After a night at anchor near Squirrel Cove on Cortes Island, we traversed the Yuculta Rapids, Gilbert Passage and Dent Rapids to reach Frederick Arm. Rob, Bill and I each did separate



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☛ *Ceilidh I* and *Free Spirit V* share a small, idyllic anchorage in the Copeland Islands.

calculations of the currents and met to compare notes. Happily, we were on the same page—it is never comforting to need to persuade someone of the safest time to traverse rapids.

Our classroom instruction taught us that we should traverse each of these rapids at or within 15 minutes of slack, but that would not be possible if we were going to get through all three in one go. Instead, we would enter the first set 60 minutes before slack (as various publications and Bill's prior experience recommended) in order to hit the worst spot, Devil's Hole, at slack. Expecting that our boat would be pushed around, Rob and I remained calm when it actually happened.

We picked up our first guests in Port McNeill and spent a few days in the Broughtons. A real highlight was Alert Bay with its colourful houses, powerful historic totem poles, the acclaimed U'Mista Cultural Centre, and the haunting St. Michael's Residential School. Some of the places we visited felt special and we knew we'd return. Alert Bay was one of those places.

Unexpected hazards lurked everywhere. Even at the dock. Back in Port McNeill, we said goodbye to our guests and the next morning I took Blue for an early walk. It was cold and grey and there was no one about. Blue skipped happily across the plank Rob built to connect our swim grid to the dock, which enabled Blue to exit from the transom (our only door). Bundled up in sweatpants, a down jacket and a toque, I followed. Returning to the boat, I

encouraged Blue to "walk the plank" and get back onboard. When he was safely aboard, I stepped on the plank. It turned sideways and dumped me in the water. Both dock and swim grid were too high for me to easily pull myself out. Fortunately, Rob heard the splash and quickly emerged from the galley. He deployed our newly-installed and very expensive re-boarding ladder on the swim grid. It is meant for situations just like this—but it didn't work! Every time I stepped on the lowest rung, the entire ladder folded up under the boat, taking me with it. While I treaded water, Rob and I discussed why it did not work. I also warned him: "Do not step on the plank." Do. Not. Step. On. The. Plank. Of course, he did step on the plank and immediately plunged into the water beside me. "Now we're screwed," I said calmly while I continued to tread water.

Rob grabbed onto something with one of his very long arms and pulled himself onto the swim grid. Then he held one of my arms while I threw a leg onto the swim grid. I rolled, seal-like, onto the swim grid where I lay, face down, for several minutes and told Rob not to touch me. After hot showers, coffee and coming to terms with the fact that I just destroyed yet another Blackberry, we laughed about it. However, it was sobering to see how dangerous it is to fall in the water, even at a dock!

AROUND CAPE CAUTION

It was a dark and stormy night in Blunden Harbour where we waited to round Cape Caution. I learned that

Captain George Vancouver named the cape for its potential danger, having narrowly avoided disaster there. Okay, but he didn't have a chartplotter, I told myself. In teeming rain, we gathered on *Ceilidh I* to review coordinates for the next day's route. It helped tremendously that Bill and Eileen had made this journey a number of times; nevertheless, they are not complacent about its dangers and treat every major passage with fresh respect.

Neither of us slept well and at 0400 I heard Rob tune in the marine weather in the pilothouse. The four of us had agreed that we would not go unless wave height at Western Sea Otter Buoy was one metre or less and the wind was less than 15 knots. The conditions were right. At 0545 Bill called us on the radio and we decided to get going. By 0630 we were drinking coffee and eating breakfast underway. We exited the foggy, rainy harbour and noticed that all the other boats remained anchored and dark. Hmmm.

Visibility was almost nil, but from the pilothouse I saw hundreds of marbled murrelets hanging out on the water's surface, hardy little souls. The first two hours remained foggy but the sea was relatively calm. Then we hit three-foot swells as we passed Slingsby Channel. If this was as calm as it gets out here, we wouldn't want to see it any rougher. In the swells, Rob's engine checks were punishing. When we finally couldn't wait any longer for something to eat, I sprinted to the galley, slapped peanut butter between slices of bread and

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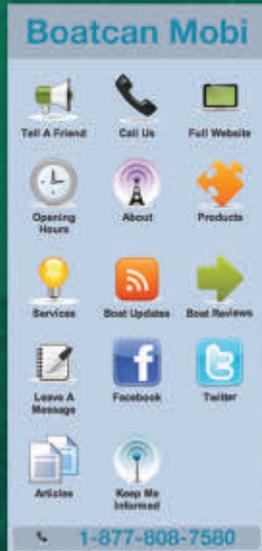
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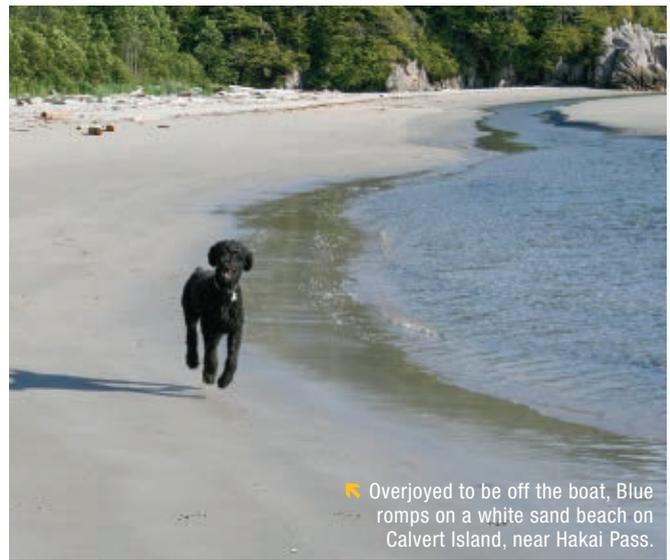
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Overjoyed to be off the boat, Blue romps on a white sand beach on Calvert Island, near Hakai Pass.

grabbed a few apples. Nearly seven hours after we raised our anchors, we dropped them again in an unnamed spot that Eileen dubbed "Perfection Cove." We were in Rivers Inlet!

For the next four weeks, we took our time exploring Rivers Inlet, Fish Egg Inlet and Fancy Cove in Lama Passage, where we holed up for three days to avoid bad weather. Our three days in Fancy Cove were memorable because it rained the entire time, and there was little to do but fish and trap crabs (with wolves in the area, we took the dogs only to tiny islets). I spent the days reading and writing, taking photographs, cooking and baking. To my great amazement, I loved every minute of it. I liked knowing Eileen was nearby on *Ceilidh I*, while Rob and Bill were out fishing. In the evenings, we often gathered for a potluck dinner on either boat. It was peaceful.

Ocean Falls was our farthest destination; we toured the virtual ghost town and met the few friendly residents still there. We dined with local loggers in the kitchen at the boarding house, visited the "museum" and shared the road with a resident bear. We saw the magnificent dam, filled our tanks with sparkling water and enjoyed the huge local Dungeness crab. Once a seemingly bucolic little boomtown with an Olympic-size swimming pool, most of the town, including a large hotel, was now deserted and in disrepair.

HOMeward

We started the long journey home. Averaging about seven knots, we had weeks of travel ahead of us. The trip home was tremendous; we were in a new zone by then and feeling more competent each day.

Before we rounded Cape Caution on our return south, humpback whales in Rivers Inlet provided one of the summer's highlights. Feeding all around us, they corralled pilchard in tight balls using a curtain of bubbles and then swam up from below, their huge mouths agape at the surface. We anchored once again in "Perfection Cove" when we first heard the whales spouting nearby. We watched from shore in amazement as they breached and fed right in front of us. Later that night, we took the dinghy to a nearby fishing lodge for dinner. As we traveled under the darkening sky, the whales swam all around us, surfacing and blowing forcefully to our delight.

We reluctantly parted company with Bill and Eileen at Port McNeill and headed into Johnstone Strait on a sunny



➤ Late afternoon sun lights
Tenedos Bay, Desolation
Sound Marine Park.

August morning. Still alert to the fact that there were whales in the area, we saw a whale monitor in an inflatable. With our eyes peeled we motored along at about six knots. Suddenly a loud bang from the port bow brought us to a complete stop. Terrified, I ran to the stern expecting to see a large log and wondering if the hull had been pierced. Instead, I saw the fluke of a

huge humpback whale slipping back into the water. We were upset. We had been so careful not to disturb wildlife; the thought that we might have injured a whale was devastating.

The whale monitor motored over. She was reassuring—she said we had been going slowly and that would have made a big difference to the whale. We asked her to let us know if she learned

anything more about the whale. We did not hear from her again and it took a few days for our distress to wane.

You can do everything right and still things will go wrong. We were constantly reminded of the respect this environment demands. Our first season at sea was truly wonderful, even when it was tough. We vowed to return next year; we were no longer novices. ■



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By Robert Buller

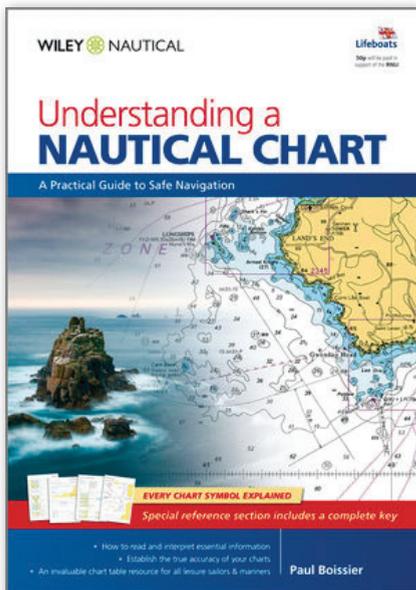
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CORRECTION - RARITAN ELECTRO-SCAN

In the October issue of *Canadian Yachting* and *Canadian Yachting West*, we erred in our description of the Raritan Electro-Scan sewage treatment system. The manufacturer claimed, and we repeated, an incomplete statement that this system treated onboard sewage to a level safe enough to pump overboard with no further treatment. In fact, this is only true in some jurisdictions in the United States. It may be true in Washington State, for example, but it is not true in Canada.

In Canada now, no discharge at all is allowed within one mile of shore. And discharge is only allowed directly into the ocean at locations three clear miles from shore. Of course, there are exceptions allowed for maritime areas of inlets, bays and such where there never is a body of water three miles from shore.

In effect, while in Canadian waters a holding tank will almost always be needed, so the Raritan system doesn't offer as much of an advantage. Watch for a complete review of the newly updated Canadian sewage regulations in a future issue of *Canadian Yachting West*. ■

HANDHELD SIGHTING COMPASS

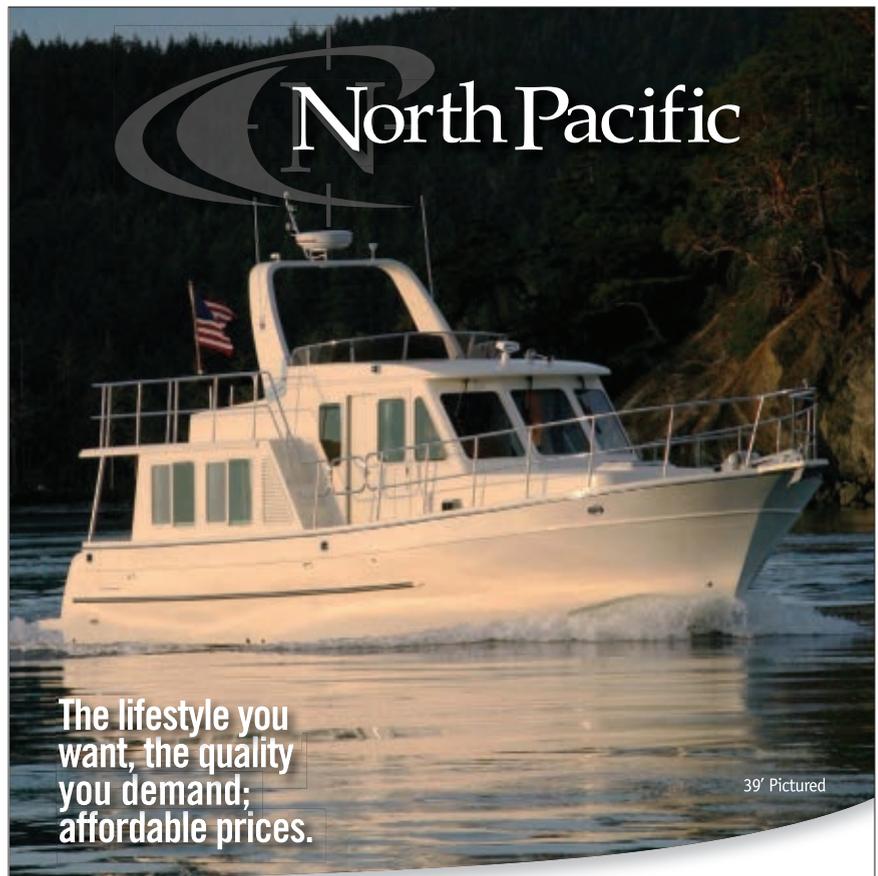
Any sailor will appreciate this rugged yet portable folding rigging knife, with shackle key, marlinespike and knife blade. Wichard Products, \$50. ■

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Winterizing and End-Of-Season Checklist



🔑 We learned to regard the winterizing phase as a start of the next cruising season.

By Robert Buller

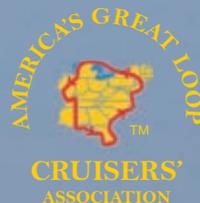
IT WAS ALWAYS A BIT SAD WHEN WE “PUT TO BED” OUR POWER-BOAT AT THE END OF THE CRUISING SEASON. THEN, ONE YEAR, OUR FAVOURITE MECHANIC SUGGESTED CREATING A SERVICE PROGRAM AT THE END OF THIS SEASON, RATHER THAN THE BEGINNING OF THE NEXT ONE. PRICE SAVINGS COULD BE HAD, HE EXPLAINED. FROM THEN ON WE REGARDED THE WINTERIZING PHASE FOR OUR BOAT AS A START OF THE NEXT CRUISING SEASON, NOT THE END OF THE CURRENT ONE. WHAT FOLLOWS ARE SOME IDEAS TO MAKE THIS AS EASY AS POSSIBLE—AND PERHAPS EVEN LESS EXPENSIVE.

1. Make a list of all the little improvements and projects for your boat that arose during the summer cruising season. Either make your own estimates or get estimates from service-providers. Sort them into either a mission-critical or affordability order. Ask for price estimates in the slow season and cost surprises will surely be positive ones.
2. If a haul-out is needed, schedule it in the fall and have the service list available for discussion with the yard or independent service-providers. Most marina services are dramatically slower in the fall and winter months and economies can usually be found.
3. Change the oil and filters on main engines and gen sets or other engines. Regardless of usage, almost all engines benefit from an annual oil and filter change, while diesels should have their fuel filters changed as well. Be sure to run the engines after these changes to ensure that everything is reconnected properly. When buying filters consider buying an additional set so you have spares on hand should they be needed mid-season, or at the start of the next one.
4. Consider changing the impeller of the water system’s pumps of main or auxiliary engines, but follow the manufacturer’s guidelines as to the best interval. An annual renewal is not considered overkill in many boating situations.
5. Get ready for cold temperatures. This usually means draining any fluids that can freeze—domestic water systems primarily. Include ▶

the water-lift muffler if present. Leave valves and taps open so that any residual fluids can expand upon freezing should that occur. If systems require it, use pressurized air to clear all plumbing (borrow a scuba tank if needed).

6. If the cooling water cannot be drained from engines easily, ensure that you have the appropriate anti-freeze mix.
7. Decide on your fuel system storage. Many boaters completely drain gas systems and then refill with clean fuel in the spring. On the west coast, most larger boats stay in the water and a top-up of main fuel is best. A full tank of fuel will prevent most water condensation problems. Additives may slow down the aging process of diesel. Gasoline-powered boats can benefit from "fuel stabilizer," an alcohol-based additive that helps keep water contamination to a minimum.
8. Outboards being put away should be run at idle with the fuel hose disconnected so that all residual fuel gets consumed. Gas tanks can be drained (some service stations offer this service) or if preferred, tanks can be topped up. If possible, store them safely inside where they will not be subject to temperature swings. But follow ALL safety protocols. See above note about additives.
9. Boats kept in the water need added heat, as temperatures do drop below freezing, even in BC. Low, flat heaters are preferred as they are less prone to tip over in stormy conditions. Auto shut-off switches on heaters are also advised, should a winter storm cause rough water that can topple them.
10. Ventilation is just as important as heat for preventing mildew growth. As sunlight is noticeably absent in winters, mildew-resistant sprays are advised on soft goods that cannot be taken home. This includes carpeting and built-in upholstery.
11. All other soft goods (bedding, towels, clothing and similar) should be removed and laundered at home so the new season can start fresh in the spring. Upholstered goods onboard should be lifted up and placed for maximum air circulation to hinder mildew growth.
12. Boats remaining in the water should have a reliable power source so that bilge pumps and other safety gear remain operable. Batteries need to be checked regularly to ensure that neither over- or under-charging occurs. This should be scheduled no less than monthly over the winter.
13. Boats coming out of the water should have their drain plugs removed so that unwanted liquid from rain or melting snow drains out, BUT the plug needs to be kept close by and in an obvious place so it is not forgotten at re-launch. Don't laugh—it happens every year.
14. A final check needs to be made of all refrigerators, coolers and

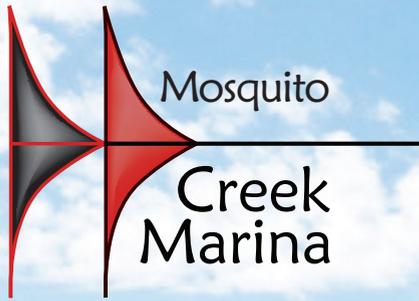
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Once the boat is hauled out, it is easier to spot areas needing attention.



freezers so that foods that can spoil, or foods that can freeze, are removed. One year it was so cold that beer and wine onboard our boat froze. There is no mess as bad as an exploded beer can with its resulting rotten smell and mold growth!

15. If boats remain in-water, mooring lines need to be doubled up and chafe guards added where possible. Winter storms put added strain on all lines. Likewise, snow-loads must be anticipated and guarded against, even if the first line of defense is close inspection after storms. Snowstorms are common in Ontario and still occur almost yearly in BC. Heavy snow loads can sink boathouses and

some boats with small freeboard are also vulnerable.

16. As you are putting the boat away take an extra day or two and do some regular maintenance:
 - a. Check all hoses and hose clamp connections. Rubber hoses degrade over time and any approaching 10 years of age should be replaced.
 - b. Any hoses that are brittle or cracked (cold will do this to rubber hoses, as will ozone in the atmosphere) regardless of age should be replaced. Remember the double hose-clamp rule and avoid inexpensive clamps. Quality stainless clamps are a good investment.

- c. Use WD-40 or an equivalent, on metal parts that are in danger of moisture-induced corrosion.
 - d. Replace any filters in the fall so that pre-launch work is reduced.
 - e. Disconnect batteries if the boat is on land and, if possible, store the batteries inside where temperature swings are moderate.
 - f. Give coolers and refrigerators a wash with a little cleaner and some diluted bleach—leave doors or lids propped open.
17. Clean all the screens of navigation instruments, particularly any touch-screen devices, as they can accumulate considerable finger grime over summer usage. NEVER clean electronic gear while they are on. Avoid harsh household cleaners, but instead use soft cloths or micro fiber only.
18. Consider sun damage to upholstered and soft goods, as ultra-violet rays (yes, it does sometimes get sunny in winter) can bleach many fabrics. Close blinds and drapes.
19. Take precautions against pests looking for a dry and warm home come winter. Mice and rats can chew wiring and there is no worse smell than otter poop if they get onboard. It's a trade-off to leave ventilation access but have security from unwanted visitors. Regular inspections are often needed. React quickly if ingress has started.
20. Leave emergency numbers with the marina or storage company, and consider posting them directly on the vessel for any good samaritans to use if needed.

Fall is a great time to do any number of pre-season chores, as is said, "Why wait for spring...?" We found it helpful to make our own check-list of putting-away chores and a separate one listing the monthly checks we needed. This included a top-up of battery fluids and a check of bilges and bilge pumps (our stuffing boxes were constantly dripping) as well as heaters and lines.

There is nothing like peace of mind all winter, and doing start-of-season chores in the fall allows a faster start to boating as soon as the weather allows. And it's cheaper too. ■



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Master baker Robert Kelly at work in *Eleuthera Soleil's* tiny galley.

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Story & Photos by Sally Cole



A WELL-FED CREW IS A HAPPY CREW, WE SAY ABOARD *ELEUTHERA SOLEIL*, OUR 24' TWIN-KEEL BRITISH SNAPDRAGON. ROBERT AND I BOTH LOVE TO COOK. OUR GALLEY IS UTTERLY SIMPLE: A DICKINSON DIESEL STOVE WITH AN OVEN, AND A STAINLESS STEEL LAGOUSTINA PRESSURE COOKER.

We cook as often as possible out in our canvas-enclosed cockpit, on our two-burner Origo alcohol stove, to minimize condensation. When we're stovetop baking on the Origo, we use a Mountain Equipment Co-Op stainless steel Outback Oven, with a heat diffuser over the flame. If it's windy, we wrap a foil wind guard around the Outback Oven. This works great for everything from bread to biscuits, pizza to pita, cinnamon buns and cake—and we get to enjoy the view while we're cooking.

Robert is the master baker on our

boat. For serious bread-baking, he fires up the Dickinson oven and creates a perfect alchemy of earth, air and fire, turning out delicious loaves of delicately crisp-crust, hot, fresh bread, which we slather with butter and cheese and homemade veggie paté, and attack like wolves. Fresh-baked bread is one of life's great pleasures, afloat or ashore. And did I mention Robert's cinnamon buns? (See recipe below.)

OUR COLD LOCKER

Of course, on a boat and especially a small one, keeping food cold is a challenge. Robert came up with a wonderful and simple solution. We emptied the settee locker. Robert cut sections of insulation to size and duct-taped it to the fibreglass inside the locker so every surface was insulated. We also insulated the inside of the settee lid. (He used the type of home-improvement insulation

which consists of silver-foil exterior layers, with five or so alternating layers of foil and plastic bubbles sandwiched inside.)

Next, he put a board on the locker floor. Then he eased in our hard-sided portable cooler, which fit beautifully. To further insulate the cooler from the hull wall, I stow extra toilet paper and paper towels wedged in beside the cooler but easily accessible. It gets them out of the way and they serve two purposes, like many things on our small boat. Now our blocks of ice last forever!

We place an insulated silver foil hot/cold food bag inside a plastic rectangular bucket in the cooler, put two blocks of ice inside the bag, and tuck the food in around the ice, inside and outside the bag. It's easy to empty any melt water out of the bucket, and the cooler itself stays dry. And there is just enough room between the cooler and the edge of the locker to keep the wine cold! ▶

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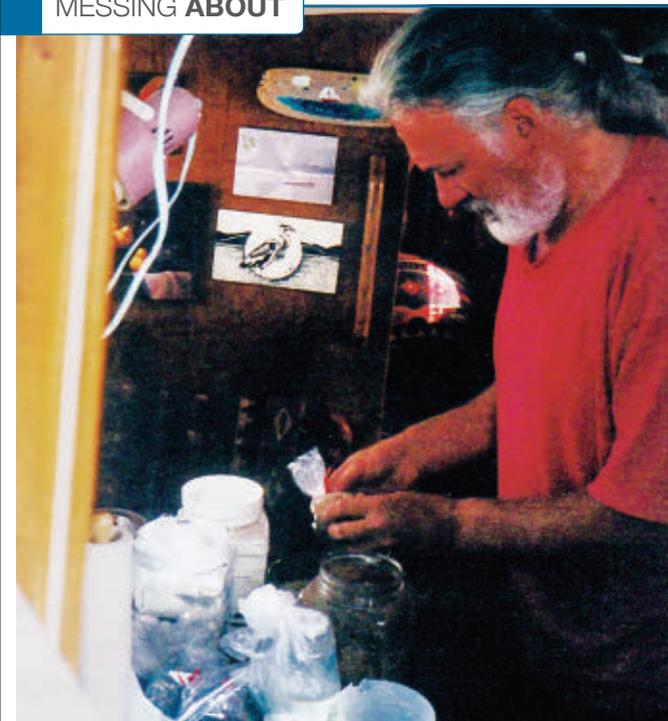


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MESSING ABOUT



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2/3 cup warm water	2 cups flour
1 tsp sugar	2 Tbsp oil
1 package active dry yeast (instant)	¼ tsp salt

Blend dry ingredients in a large Ziploc bag. Add oil and warm water. Once blended, knead dough through bag for about five minutes. If the dough is sticky, add more flour. Remove dough from Ziploc and stretch it into a greased pan. Let rise for five to 15 minutes in a warm place, until it doubles in size. Place the dough on a lightly-floured surface (we use a roll-up plastic cutting board). Then stretch it into a long rectangle. Cover with streusel mix. Roll up. Slice into 4-6 rolls and arrange in pan. Bake for approximately 25 minutes in a medium-hot oven. (For stovetop baking on our two-burner Origo alcohol stove, we use our Outback Oven, lined with parchment paper. Works great!).

STREUSEL FILLING

This tasty filling can be made up to several days in advance and kept cool until you are ready to enjoy a fresh-baked treat. In another Ziploc bag or in a bowl, mix all ingredients:

2 Tbsp flour	2 heaping tsp cinnamon
½ cup brown sugar	2 Tbsp butter or oil
½ cup raisins	(¼ cup chopped nuts— optional)

"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. ■



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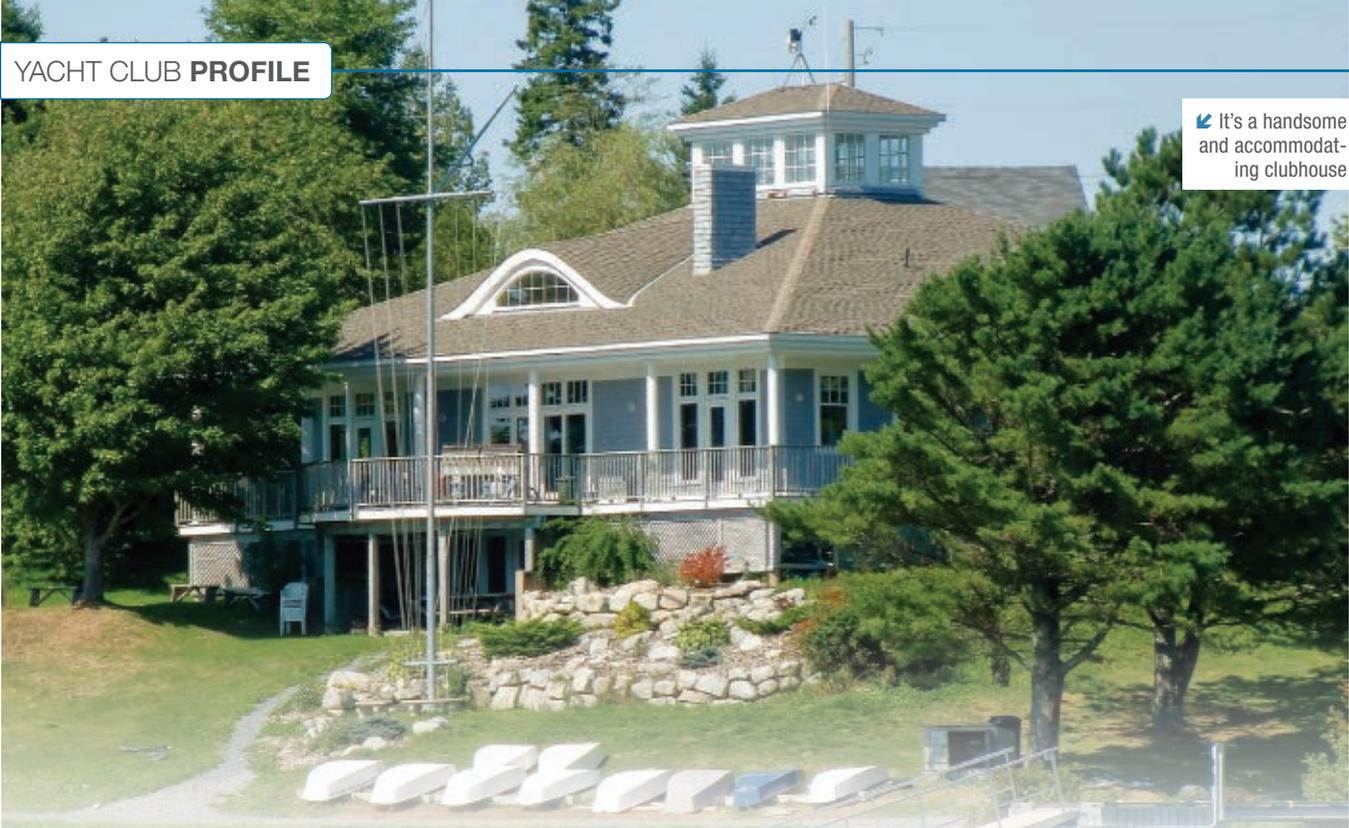
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St. Margaret Sailing Club

TO ALL THOSE VOLUNTEERS WHO CAME TOGETHER TO MAKE SOMETHING HAPPEN FROM SMALL BEGINNINGS: THIS STORY WILL SOUND VERY FAMILIAR.

By Katherine Stone

“ON A COLD SUNDAY MORNING, SOMETIME IN THE MIDDLE OF THE WINTER OF 1956, A GROUP OF GENTLEMEN MET AND LAID THE PLANS FOR WHAT WAS TO BECOME THE ST. MARGARET SAILING CLUB (SMSC) IN NOVA SCOTIA. IT WAS LED BY A MAN WHO WAS LATER TO BECOME THE FIRST COMMODORE, DR. ARTHUR MURPHY.

At the time, the head of St. Margaret's Bay (Schooner Cove) was the cottage area for Greater Halifax,” reminisces Lee Myrhaugen, past commodore from 2001–2003. Lee's father-in-law, Dr. Baker, would get together with Dr. Murphy and grumble about the increased noise in the bay. It seems one youngster would get a 2-1/2 hp motor, and the lad next door, who

couldn't be outdone, had to get a 3 hp motor. Before you knew it, the racket in the bay became deafening....What were they to do? This present condition just couldn't go on...they had to find a quieter alternative for the youngsters... sailboats! They needed to find some at a reasonable cost, start a sailing club to keep the young'uns occupied and cause them to shut down their motors. Then everyone could get back to the tranquility they once had in the bay.

Lee remembers the story of the best buy they could find: a boat built in England, a Fleetwind, that was made out of Mahogany plywood, with jib and mainsail, required two to operate, could tip, but was easy to right because of floatation tanks, and was affordable. But how would they get them to

Canada? As only senior citizens could do, they found out that the newly commissioned Royal Canadian Navy's HMCS Bonaventure was making her maiden voyage from Plymouth to Halifax—so they arranged to have them transported from England aboard the warship. As the warship entered Halifax Harbour, the crew were delighted that so many senior citizens came out to welcome the navy, not knowing, of course, that they were only there to ensure that their 12 dinghies arrived safe and sound!

Later, three more dinghies were made by Wilfred Covey, of Hackett's Cove, to bring the fleet up to 15 boats. Sadly, Lee tried to track down one of the original vessels for the SMSC's 50th anniversary



➔ Check out the view at the Bay Wind Regatta with what looks like a million Juniors and sailboats all coming ashore at the same time!

celebration in 2007, but couldn't locate one. He did find the boat shed where they were built, but alas, there were no diagrams or blueprints—back in the day, everything came from memory. In a sad, ironic twist of fate, when the Myrhaugens moved to St. Margaret's Bay in 1972, a Fleetwind with hull number 315 was in the shed out back, but they sold it. Elise Doane was appointed historian for the 50-year celebration. She couldn't have any dinner parties because her dining room table was taken up for three years while she put together scrap books of the club covering the last 50 years in pictures and mementos.

It was never intended that the club would own property. In August 1958, it was thought best to organize themselves as an out port of the Royal Nova Scotia Yacht Squadron. Every year, a committee would organize and decide whose property was to be used for events and hoist the club burgee on the flagstaff of the member hosting the affair, ricocheting from property to property around the bay. Lee called it, "Very cozy, friendly, kitchen party-ish,"... Hmm... must be a St. Margaret's Bay term! The SMSC Future Development Plan noted that, "The Junior Sail Program was conducted mainly from the Sunnywood Community Wharf, and from the docks of a number of very generous

SMSC members. In an effort to locate a more suitable location, the Junior Sail Program was then moved to Ant Island, and then to Dockside Marina (now Shining Waters Marine)." Rexanne and Tony Lugar's property was Sunnywood—where the sailing school started. They were a driving force behind many of the Sunfish regattas. Rexanne tallied the results of the regatta on huge boards so everyone could see the outcome of every race. Their daughter, Judy, was a former 470 world champion. Danielle Dube (2012 Olympian in Radials) and Glen Dexter (former Soling Olympian and world champion) also hail from St. Margaret Sailing Club.

Larry Doane remembers that Ant Island was provincial land, so the club leased it to run the sailing school. The kids had to sail or row their dinghies to get to the island. John Moore made a deal, buying a truckload of eight-foot railway ties. He would tie 20 of them together and drag them with his 7 hp tender to the island where the dads worked in their spare time. Over a two-year period, they built a crib around the island to prevent erosion. Then they built a shed the kids would use on rainy days and to store boats in the winter. The sad thing is that some neighbours complained about the noise (kids make noise?), and before you could make a pot of chowder, the clubhouse was

actually airlifted off the island by a helicopter and they lost their lease.

Elise and Larry Doane, who moved to the bay in 1971, had a big wharf, so the sailing school ended up on their property too. Elise can remember spending countless hours mending cuts and scrapes. She also ran a canteen and served up chowder suppers to members. One particularly hot summer, their chowder, which they stored in the basement of the cottage, went bad. The pot, intended to feed 100 sailors, was literally seething when they went to heat it up. What were they to do? Someone donated a case of corn, others gave potato soup. With carnation milk and improvisation with spices and onions, they came up with an even more delicious result than the Galley Guys. The Doanes were pretty excited about this regatta, because all of their four children could sail in it—the children later grew up and became sailing instructors there. At one time there were seven Doane grandchildren taking lessons at the club. This past summer, one of those grandchildren was a sailing instructor. Most of their current instructors have graduated from the SMSC and come back and even risen to the ranks of commodore.

The area started to grow with more people moving into French Village and Mariner's Anchorage. Steve Perrott, Immediate Past Commodore, ▶

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Here is the 2012 Bay Wind Regatta with a 420 dinghy start.

remembers that, "There was a developer at Mariner's Anchorage who offered them a piece of land to put up a clubhouse in 1994. This would make his development swankier and he gave it to them for free." This moved the area of operations from the headland more into the bay. A \$450,000 Capital Campaign was launched in the fall of 1994 called, "A Home for our Club." Darned if those Senior citizens didn't get involved again and the goal was reached on April 21, 1995. The following spring, the famous ceramic tile, "Compass Rose," was installed in the entrance floor. By 1997, the 50-foot wharf was completed and in 1998, windows and baseboards made the finishing touches.

A new sailing centre, completed before the Laser Worlds in 2009, is now located to the east of the clubhouse and was a financial collaboration between SMSC and the Canadian Sport Centre Atlantic. It also serves as one of the Atlantic training bases for the Canadian sailing and NS sailing teams.

Commodore Myrhaugen remembers that, "There was a strong debate that there wasn't enough room in the bay for a marina and a sailing club. Then the club members finally came to the realization that although there were two venues, there was indeed room for both. SMSC was small enough that they would still be intimate and maintain their down home kitchen party venues." In that same year, Lee designated a

gentleman (the current commodore, Rod Miller) as the long range regatta planner so that SMSC could become a great regatta club. After all, St. Margaret's Bay was the first bay south of Halifax Harbour, which was a large bay with open water where you could almost guarantee a 2 p.m., 15–20 knot SW breeze, unlike Mahone Bay which has 365 islands creating wind effects which favoured local boats. They set out with a goal to have a major regatta every year: Worlds, Worlds Masters, and Canadian Championships.

"One of our main goals is to grow the member units," comments VC House, Warren Nethercote (who also happens to be an International sailing judge). "This year we introduced a social membership for those people who have moved into the area but who do not have access to waterfront. Until a couple of years ago, the clubhouse was usually locked. The TGIF occasional co-operative gatherings have evolved to a more traditional BBQ night and the club now has a liquor licence."

Sounds like the good ol' kitchen parties have returned... Why don't you wander down to the coast and check it out? You might even end up becoming part of the family. ■

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🚩 The Vision 46 is a solid, powerful-looking boat that is especially easy to sail.

Bavaria Vision 46

THE FIRST OF A NEW GENERATION OF DECK SALOON CRUISERS DELIVERS STRIKING STYLE AND COMFORT, AND IMPRESSIVE EASE OF HANDLING UNDER SAIL

By John Kerr & John W. Armstrong

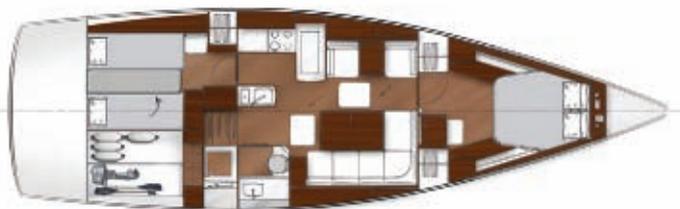
THROUGHOUT OUR TRAVELS WE SEE LOTS OF BAVARIA YACHTS. WE HAVE BEEN TO THE BOATYARD WHERE THEY ARE BUILT. BUT AMONG ALL THE BAVARIAS WE HAVE SAILED AND REVIEWED, THE VISION 46 STANDS OUT. THE VISION SERIES IS WELL POSITIONED AS A PRECURSOR TO THIS BRAND'S EVOLUTION.

Based on input from customers gathered through a series of workshops, Bavaria developed and designed—in partnership with Farr Design—a striking introduction to the second generation of the Vision series with this deck saloon cruiser. First impressions of its size are somewhat overwhelming both above and below deck. Moving aft, its lines give the Vision 46 vessel a solid look

without compromising comfort or style. And a well thought-out option list offers new owners plenty of flexibility to mix and match preferences to suit their sailing needs.

EASE OF HANDLING

We put our test boat, provided by True North Yachts, through its paces recently off Toronto and it proved worthy of its recent nomination as European Yacht of the Year. It is especially easy to handle and sail, with great visibility and numerous options—including joy stick and pushbutton sail trim—to enhance short-handed sailability. Bavaria's new trim-control system incorporates Lewmar captive winches on main and jib sheets and an auto-tack



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↑ **above:** In the cockpit, the offset companionway opens up a versatile space to port. → **right:** The saloon is open, bright and inviting. ↙ **below left:** The forward cabin holds a generous walk-around berth. ↓ **below middle:** The spacious dinette table folds easily while the boat is under way. ↘ **below right:** The nav station converts to a three-seat settee.



function on the autopilot; it's simple and easy to use, no learning curve required. Our boat had a Selden rig with in-mast furling and Elvstrom sails with vertical battens, which maintained great shape and performance throughout our sail. The self-tacking jib is another nice touch that enhances ease of handling.

The comfort and style quotient is high on this boat, starting with the twin-wheeled cockpit, fold-down transom and neat aft seat. The cockpit is not only a comfortable place from which to sail, it is also a fantastic social area. A unique offset companionway to the saloon creates

a superbly practical space on the port side of the cockpit. A versatile folding-leaf dinette table with electric pedestal height adjustment enable this space to be used as a large L-shaped settee with coffee table, a huge two-person sunbed or a fantastic six-person dinette.

Other cockpit features include stylish and practical twin binnacles for instrumentation and controls, a fold-down transom complete with shower, and innovative pushpit seats with backrests that are designed for comfort at rest and while the yacht is under sail. The hinged transom offers easy access while docking

and doubles as a swim and boarding platform. Electric sheet winches on port and starboard sides work together during tacks so a simple push of a button moves the headsail easily.

The wide side decks, integrated hand-holds and expansive foredeck make moving forward effortless. Hatches are flush with the deck, and solid lifeline integration contributes to the ease and security of movement on deck.

BELOW DECKS

Down below, luxurious upholstery is set off by the brightness of the interior, thanks to the numerous large hatches and ports. Trim and joinery are



room for optional microwave, coffee machine, icemaker or dishwasher.

Forward the main cabin is large with a walk-around berth and plenty of storage; an ensuite head is an option that was fitted in our test boat. The main cabin's flexible desktop doubles as a vanity with mirror.

The large aft cabin to port in our boat featured a great double berth configuration. The large head with separate shower stall is more

than ample, but behind it there is a versatile stowage locker that could be converted into a workshop or, in the three-cabin version, another small double cabin.

Engine access through the stairway is effortless and open.

The Vision 46 represents a tremendous evolution for Bavaria, offering lots of boat in a 46-footer with plenty of opportunity to personalize equipment, layout and finish. ■

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first-class, and the mix of fabrics with a dark African hardwood inside our test boat was pleasing to the eye. The new owner can choose from a series of options in trim features for upholstery, flooring and wood trim. Two and three-cabin layouts are available.

The saloon is big and bright with a spacious dining table that folds easily when underway. We were impressed by the way the Bavaria design team conceived the nav station so it easily converts into a three-seat settee. Storage is generous and perfectly integrated. The galley has two sinks, a three-burner stove, large refrigeration, a wine rack, plenty of stowage, and

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Cobalt 323

Volvo Penta 8.1 Duoprop

IN RECENT YEARS, WE KNOW SOME OF OUR READERS HAVE STARTED TO WORRY ABOUT FACING THAT SAD DAY WHEN THEY FINALLY SIT DOWN AND ADMIT THAT THEY DON'T USE THEIR BIG BOAT VERY MUCH ANYMORE. BUT NO ONE WANTS TO GIVE UP BOATING.

By Andy Adams

AS CHILDREN GROW UP AND MOVE ON, THE BIG BOAT THAT WAS YOUR FLOATING SUMMER HOME, YOUR WEEKEND ESCAPE AND PROBABLY THE SOURCE OF YOUR MOST MEMORABLE FAMILY ADVENTURES, MAY JUST BE TOO BIG FOR TODAY'S REALITIES. AND YET, YOU STILL WANT TO HAVE THE SIZE, SEA-KEEPING ABILITIES, AND THE SHEER SPACE TO TAKE THE WHOLE GANG OUT WHEN THE OPPORTUNITY ARISES.

We think that the Cobalt 323 is a great solution for that situation and ▶

SPECIFICATIONS

Test Boat Engines: Twin Volvo Penta 8.1 GiCE-Q, 8.1 L / 496 ci V8 engines with electronic fuel injection, 400 hp each and with Duoprop drives and stainless steel prop sets.

ENGINE RPM	SPEED MPH
Idle	4.75
1,000	6.95
1,500	8.75
2,000	13.0
2,500	24.65
3,000	35.05
3,500	41.55
4,000	48.35
4,500	53.6
Max	55.15

CRUISING SPEED rpm / mph
3,000 / 35.05

SPECIFICATIONS

LENGTH:O.A. w/Swim Platform: 34' 9" / 10.59 m
 BEAM: 10' 7" / 3.23 m
 DRY WEIGHT:12,300 lbs / 5,579 kg
 FUEL CAPACITY:174 gal / 659 L
 WATER CAPACITY:18 gal / 68 L
 WASTE CAPACITY:28 gal / 106 L
 PRICE: Base M.S.R.P. w/Twin V8-300C DP: \$257,930 USD

Test boat provided by and price quoted by: Volvo Penta of the Americas, Inc. and Cobalt Boats www.cobaltboats.com.

Performance data by: Volvo Penta of the Americas, Inc. www.volvopenta.com.



↑ above: This view captures the cockpit area including the flip out picnic table, refreshment area and side seat with the sub-woofer. ↪ below left: This shot is the helm on our test boat. Notice the flip up bolster for standing or seated operation. ↓ below middle: The forward vee area converts into a comfortable double berth or a cozy dining area. ↘ below right: The entire aft sun lounge lifts electrically to reveal engine access.



many other uses as well. This is a big comfortable boat that thinks it's a performance runabout. And, it's not just wishful thinking, the numbers tell the truth.

With an overall length of more than 34 feet on a spacious 10'7" beam, this is still a big boat but the hull design owes more to offshore performance boats than cruisers. The deep vee design of the Cobalt 323 has 22 degrees of dead-rise at the transom to really cut through the rough water—stout construction for a solid feel and a dry weight of 12,500 pounds. This is a lot of boat!

Available with either MerCruiser or Volvo Penta big block engines, this boat can hustle. With the Volvo Penta engineers on board, our test boat hit 55.15 mph at wide open throttle and perhaps more impressive, it planed off in just 4.36 seconds.

That's ski boat acceleration!

The Cobalt 323 is a boat you'll love to drive. The helm seat is both spacious and comfortable and you can sit down like

you're driving a runabout — throttles in your right hand and the elegant leather-wrapped steering wheel in your left. One quick jab at the throttles or a snap of the wheel brings immediate response. We found it easy to drive the boat smoothly and comfortably through the wakes and chop from the other boats out in the bay at the Miami Boat Show last February where we drove the 323.

The Cobalt 323 has the power to perform, but also the size and accommodations for all-day comfort even with a group.

You could certainly do an overnight or a weekend trip in comfort, sleeping in the spacious forward vee berth. A screened, opening deck hatch and two opening portholes on each side ensure that you'll have plenty of airflow for a comfortable sleep. There is storage under the seat cushions and a cedar-lined hanging locker in the starboard side.

If you do spend the night on board, you can relax and enjoy the available flatscreen television, DVD player and

entertainment system mounted on the starboard side bulkhead.

There is a high/low dining table and this area can easily seat a family of four for dinner if the evening gets chilly.

The interior galley is nicely appointed but geared more for snacks than dinners with a single-burner stove top, refrigerator, microwave and fairly generous storage. There's a second galley or refreshment area in the cockpit as well.

Opposite the galley is the head compartment which includes a shower and a Vacu-flush MSD as well as a sink in a vanity with storage below. There is a mirror where you can shave or apply make-up and there is an opening porthole to keep things fresh.

Because many buyers look more for a big-water day boat, they make air conditioning optional and there is a second option for cabin heat if that's more of what you need. Either of these helps keep the cabin comfortable.

The cockpit and transom areas are



↑ The galley in the cabin is beautifully finished and suitably equipped for weekend cruising. ↓ Not only is a Vacu-Flush MSD included but the 323 has a hand-held shower so you can rinse after a salt water dip or to warm-up.



where the real living happens though!

Cobalt offers the 323 as an open boat with a Bimini roof or with an optional fixed hard top on a beefy metal frame.

Thanks to the big beam, there is room for both the double wide helm seat and a double wide companion seat as well. Sitting up and looking forward through the windshield is the way I think most people like to travel, especially when running at higher speeds.

Cobalt has given the 323 a flip-flop companion seat back. That way, when moored and relaxing with a beverage, the companion seat adds to the total cockpit seating package.

Down the port side is a big inward-facing bench with storage under the cushions and Cobalt includes a clever picnic table that flips out for use or hides away when not needed.

Opposite is the cockpit refreshment area with another sink, storage underneath, bottle rack, trash locker and a pretty generous counter area for serving. Just aft is another seat and our test boat features a serious looking sub-woofer beside that! Cockpit tunes

are important.

Finally, the big attraction in modern designs is transom access to the water. Cobalt went all-out with the 323 giving this boat a very large aft sun lounge (that lifts electrically for engine room access) and the sun lounge has another adjustable seat back. This one serves to add another section of bench seating to the cockpit space, or it flips to give a large aft-facing sun bed.

There is a starboard side walk-through and the swim platform is at two levels for added visual interest. A clever option is the swing-down centre section. With the standard swim ladder on the starboard side in either case, you can order a centre section that flips down and gives a wide step that is a few inches underwater.

Sit there on a hot day or use it to help a pet come aboard...good thinking from Cobalt!

Overall, this is a great weekender, a fun party boat with stellar performance or an ideal cottage boat if you vacation in big water like on the Pacific coast or in the Thousand Islands. ■



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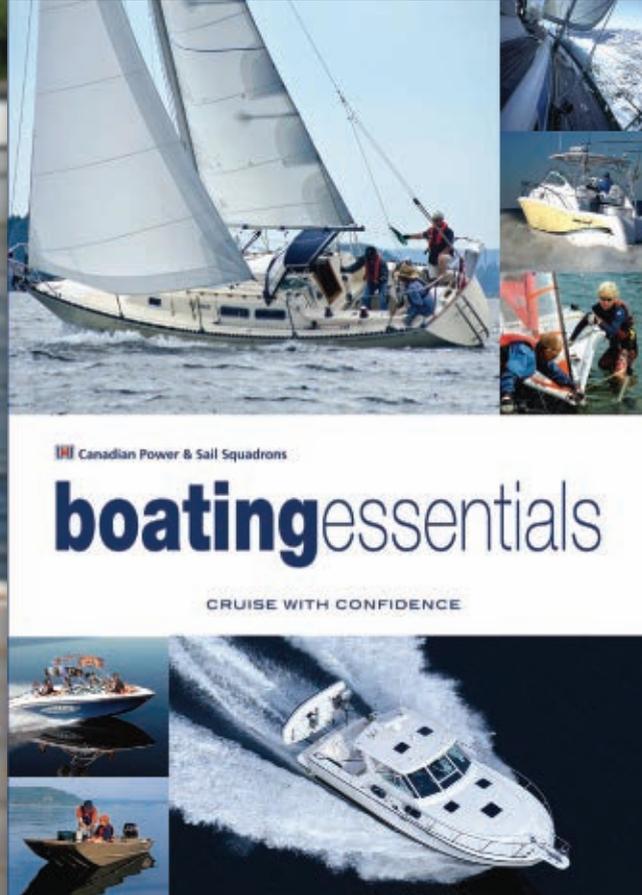
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👉 New game - can you spot the outboard engines?



SEA RAY 370 VENTURE

A BOLD VENTURE YIELDS BRILLIANT RESULTS

By Andy Adams

RECENTLY IN KNOXVILLE, TN AT SEA RAY WORLD HEADQUARTERS AN ESTIMATED 500+ SEA RAY OWNERS FROM ACROSS NORTH AMERICA TRAVELLED TO SEE ALL THEIR NEW MODELS. I MET SEVERAL CANADIAN OWNERS INCLUDING A COUPLE FROM VERNON, BC WHO HAPPENED TO BE SEA RAY 370 SUNDANCER OWNERS. I WONDERED WHAT THEIR REACTION WOULD BE TO THE NEW 2013 SEA RAY 370 VENTURE. IT IS A BOLD VENTURE, BUT OUR IMPRESSION IS THAT IT WILL YIELD BRILLIANT RESULTS.

You see, the 370 Venture comes equipped with twin Mercury Verado outboard engines producing 300 hp each...but you can't see them!

Sea Ray buyers would always expect this size of boat to have a large swim platform, a transom sun lounge, walk-through into the cockpit and more. The transom is your dock, or patio on the

water. Product development manager, Dan Robinson, explained to us how important it is to maintain easy access to the swim platform and water.

But, where are the outboard engines? The photos clearly show the

stern of this boat has the customary swim platform, walk-through with aft-facing seats and so on.

But, under each stern seat is a 300 hp Verado engine hiding inside. Even with the seats fully enclosing the

SPECIFICATIONS

Test Boat Engines: Twin Mercury Verado 300 hp outboards, inline six-cylinder, 24-valve direct acting double overhead cam (DOHC), 2.6 L / 158 ci, Supercharged with charge air cooling and electronic boost pressure control and Sequential multi-port electronic fuel injection (EFI). Stainless steel props.

ENGINE RPM	SPEED MPH
Idle	2.2
1,000	3.4
1,500	6.1
2,000	7.6
2,500	8.6
3,000	9.0
3,500	10.3
4,000	11.1
4,500	12.8
5,000	31.9

5,500	36.6
6,000	40.7
Max	41.8

CRUISING SPEED RPM/MPH
5,000 / 31.9

SPECIFICATIONS

LENGTH O.A.:	37' 2" / 11.3 m
BEAM:	11' 3" / 3.43 m
WEIGHT DRY:	15,432 lbs / 7,000 kg
FUEL CAPACITY:	200 gal / 757 L
WATER CAPACITY:	.35 gal / 132 L
WASTE CAPACITY:	.28 gal / 106 L
PRICE:	Base \$403,315 USD

Test boat and performance data provided by and price quoted by: Sea Ray Boats
www.searay.com.

Using outboard engines for power makes it possible for the Sea Ray designers to give you the full beam master stateroom, taking the pressure off the vee area for sleeping, so it can be a bigger and more accommodating sitting or dining space



engines, you can still tilt the motors up almost completely out of the water; a great feature for saltwater boaters.

There are a host of advantages to outboards, for example compared to conventional inboard engines that each need raw water intakes and through hull fittings below the waterline, the cooling intake is built into the outboard engine's lower unit, so your only through hull is for your generator.

The outboard engines are fully self-contained, lightweight and compact. The Verados have always been impressively quiet engines but in this application, covered by fiberglass hoods and seats, they're virtually silent. The sound of the generator totally drowns out any engine sound until you're moving at fairly high speeds.

But still, what's the biggest advantage? For most owners it is the enormous amount of cockpit space the outboards make possible. Sea Ray has taken full of advantage of this by moving the main galley up to the cockpit level and leaving what we will call a snack galley below in the cabin.

The cockpit galley is on the starboard side and our test boat had an Isotherm refrigerator, Kenyon electric grill, Kenyon Silken induction cooktop, a sink and storage as well.

There is abundant seating throughout the cockpit, a handsome teak table folds out for dining and there is storage under most seating.

A hatch in the centre of the floor

gives access to the onboard systems and the generator, but with the Verados you won't be visiting the engine room very often!

Up front and on the same floor level is a companion side seat with reclining backrest and an off-centre front deck walk-through to the sunpads which feature reclining backrests.

The helm features a lovely, thick rim wooden steering wheel, a full array of analog instruments, Mercury SmartCraft controls (our favourites) and the test boat had both engine trim and Bennett trim tabs. Our observation when driving the boat was that it was not sensitive to the trim position at all. The boat just gets up and runs easily with little attention from the captain.

With four of us on board, we just shoved the throttles open and the 370 Venture accelerated as well or better than a stern drive equipped model would with a slightly faster time to plane.

The water conditions were very calm but crossing our own wake revealed the typically solid Sea Ray construction and very sporty and precise handling. Not only does the boat respond well to helm, it heels over in a turn and can come about on plane in a very tight circle. For such a large and accommodating boat, it's very easy and satisfying to drive and a 40 mph top speed is very impressive.

Outward vision is outstanding all-around and the double wide helm seat has flip-up bolsters, so that you can sit,

stand, or lean depending on whatever is most comfortable. The huge curved glass windshield offers protection but we bet that most of the time, people will be standing up and enjoying the pleasure of driving this boat.

With computerized engine controls, electronic fuel injection, dual overhead cams, four valves per cylinder and an engine driven supercharger as well, the Verados have a very high level of mechanical sophistication—they spring to life instantly, run silently and deliver an impressive amount of torque.

Going places in this boat will be one of the most rewarding parts of ownership!

We were impressed with the design philosophy behind the new 370 Venture. The twin Verados open up "packaging" opportunities that more conventional power plants don't allow.

The vee berth area makes a very large dinette with portholes and storage cabinets at the gunwhale level. It also makes down into a berth. There is a flatscreen entertainment system on the bulkhead and lockers for storage.

To port is the snack galley with convection microwave, another refrigerator and a large round stainless steel sink with a clever swing-up cover. You also get a reasonable amount of space for provisions and cookware plus a trash locker.

Opposite to starboard is a comfortably large head with enclosed shower, glass vessel sink, mirrors well positioned for morning routines and there



← This is the portside engine well viewed from the center walk-through and with the sun lounge seat tilted up to reveal the engine. Normally, there's no sign of an outboard on the transom of this boat! → It's a great helm, appropriate to a boat with strong performance. ↪ A simply amazing feature of the Sea Ray 370 Venture is this full beam aft master state room with a shaped queen-size berth, port and starboard settees, hull-side windows and more! ↩ They call this the "snack galley" because the main galley with the grill is up in the cockpit where more and more buyers prefer it.



is a mirrored door too.

We have saved the best for the last; a full-beam aft master stateroom with an oversized shaped queen berth, port and starboard seating, big sections

of hull-side glass to bring in lots of daylight and there is abundant storage too. It is just stunning to find a cabin like this on a 37-footer!

For a couple with occasional guests

or children, this boat really delivers amazing cockpit accommodations plus a grand cabin for the owners!

We think Sea Ray's bold new Venture will pay off big time! ■

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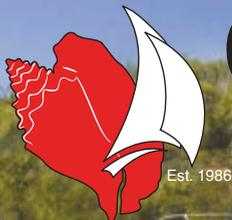
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We looked at a number of sailboats before deciding on a Hunter. Our final choice was a Hunter 466, purchased from Lawrence Fronczek of Specialty Yachts in Vancouver, B.C. Although we live in Olympia, Washington, we traveled to Vancouver no less than six times before completing our sale and sailing Solo Vento to her new home.

We have dealt with many salespeople over the course of our lives, and we must say, without any reservation, Lawrence Fronczek is without a doubt the most outstanding salesperson we have ever dealt with. On not one, but several occasions during the course of our negotiations, Lawrence displayed integrity, concern and outright pleasure in taking care of our concerns, going the extra mile with us, all with a sense of humor and a refusal to settle for the mediocre.

We will not hesitate to recommend him to our friends and acquaintances in our boating world, and will always hold him as the gold standard of boat brokers.

Thank you, Lawrence.

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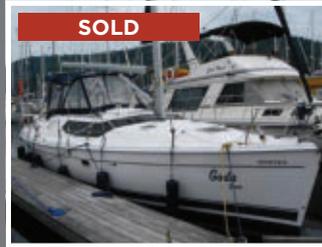
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CS 30	4 FROM	\$31,900	Beneteau Oceanis 361	2002	\$120,000
Mirage 30	1984/5	\$34,900	CS 36 Merlin	2 FROM	\$54,900
Tanzer 31	1987	\$34,900	CS 36 Traditional	2 FROM	\$57,000
Ontario 32	1975	\$29,900	Roberts Ketch Pilothouse	1982	\$55,000
Catalina 320	2003	\$95,000	Hanse 370	2007	\$179,000
Westerly Pentland Ketch	1978	\$25,000	Morgan Catalina CC	1993	\$69,900
C&C 33 MKII	1985	\$39,900	Starflight 38 (by Jim Taylor)	1988	\$69,900
CS 33	3 FROM	\$39,000	Beneteau First Class 12	1987	\$49,500
J100	2006	\$95,000	Beneteau First 405	1986	\$80,000
Aloha 34	1984	\$29,900	C&C 37/40R	1990	\$69,900
Columbia 34 MKII	1975	\$34,000	Yankee Clipper	1977	\$139,900
J 105	1994	\$55,900	Beneteau 423	2004	\$179,000
J34	1985	\$29,500	Whitby 42	1973	\$85,000
Express 35	1987	REPO-All Offers	Beneteau Oceanis 44 CC	1995	\$149,000
Goderich 35	2002	\$159,000	Reliance 44	1987/2002	\$70,000

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- 51' Formosa 51 - 1977 - \$97,000
- 50' Beneteau 505 - 2002 - \$199,000
- 49' Beneteau 49 - 2007 - \$349,000 US REDUCED
- 45' Beneteau 454 - 1985 - \$72,900 - REDUCED
- 44' Reliance 44 - 1909/2002 - \$125,000
- 41' Bristol 41.1 Centre Cockpit - 1984 - \$119,000
- 41' Catalina Morgan CC - 1988 - \$95,000
- 38' Colonial Schooner REPLICA - 2002 - \$780
- 38' C&C 38 Landfall - 1980 - \$69,000
- 37' Farr Dickerson 37 (38) - 1985 - \$49,900
- 36' Beneteau 367 - 1996 - \$94,995 - REDUCED
- 36' Pearson 365 - 1976 - \$39,995

- 36' Bianca 111 - 1984 - \$64,995
- 36' CS 36 Traditional Cutter - 1982 - \$54,900
- 35' Ericson - 1973 - \$29,900
- 33' Mirage - 1982 - \$48,500
- 33' Hunter 33 - 2005 - \$92,500
- 32' Bayfield 32C 1975 - \$20,000
- 32' Catalina 320 - 1997 - \$73,900
- 32' Catalina 320 - 1998 - \$69,900
- 31' Tanager 31 - 1985 - \$39,500
- 30' Westerhoeller Noosuch - 1978 - \$49,000
- 30' Hunter 306 - 2003 - \$64,995 - Reduced
- 30' Gilbert 30 - 1989 - \$34,900
- 29' Hunter 29.5 - 1994 - \$34,500

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- 46' Sea Ray Sundancer - 1999 - \$249,000
- 45' Sea Ray Express Bridge 450 - 1999 - \$195,000
- 42' Carver 390 Alt Cockpit - 1993 - \$19,000
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- 42' Cruisers 4270 - 2003 - \$199,000
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- 42' Prowler 12 Motor - 1991 - \$109,000
- 42' Trojan Flybridge Alt Cabin - 1972 - \$49,900
- 40' Sea Ray 400 Sedan Bridge - 1999 - \$129,900
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- 36' Carver 3607 Alt Cabin - X2 - \$34,995
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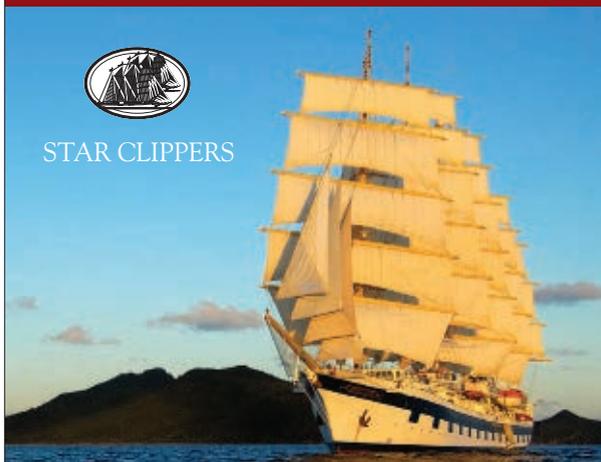


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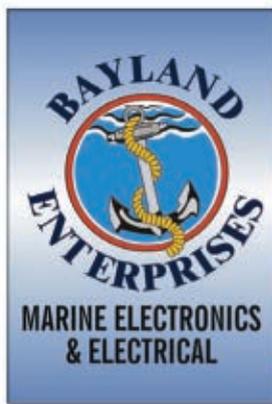
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WHAT I DID LAST SUMMER

By John Morris

THE ANNUAL CERTAINTY OF HAUL OUT, MATCHED ONLY BY THE INEVITABILITY OF FALLING LEAVES, CATCHES US BY SURPRISE. A BRIEF PERIOD OF GRIEF GIVES WAY TO DENIAL. "I'LL GO DOWN AND CHECK THE TARP; THAT'S JUST PART OF THE JOYOUS FUN OF BOATING. SEE, THE FUN HASN'T REALLY ENDED," WE B.S. OURSELVES. BUT SUMMER FUN LEFT WITH THE WEATHER AND THE POND WILL SOON FREEZE OVER.

Suddenly, the butterfly climbs back out of that ratty cocoon as we crack open the photo album we store in our boater cranium. The best thing that ever happened to boating is the SD card. I bought one for paltry nine bucks that enables 5,270 reasonably high-resolution photos. When the season is over, when I have caught up on the laundry and weekend papers from September, when one more episode of *Storage Wars*—as much as I love its compelling plotlines and Barry's wild hijinks—will be too much, what does a boater do then?

The choice becomes binary; re-tile the bathroom, or take out the photos from the summer. Sure, I like tiling but I have a cool megabyte of captured pleasure calling me from just over there on the notebook.

A special karma-protected thanks to the weather gnomes. Our summer was hot and beautiful—the karma point—but I am still not accepting an ultra-horrid winter no matter how ideal the gnomes made the weather for the past six months.

Here is a sample of some fine shots from this summer, appropriately starting at Sailpast. The tradition at our club is to grace the commodore with a libation as we pass by in salute. There is also acknowledgement to the boat that can get the closest—preferably without hitting the flag boat. This shot was taken from the commodore's boat at point blank range as the lovely Samantha prepares to pass a token of our appreciation across a quickly narrowing gap.

1 The mood was one of celebration with a soupcon of terror mixed in. Of course there was nothing to fear, we couldn't have been any closer than 3 cm!

2 The second needs little interpretation. Who knew that angling could be so excitingly provocative? I took this shot across the lake in Wilson, NY where fishing is more an obsession than simply a passion. Perhaps eating Lake Ontario fish generates dock locker creativity.

3 The third shot was taken as I approached BQYC on a dreary Belleville afternoon not too long ago. The day was overcast, a bit of rain. There at the club, sitting outside in a half-ray of filtered sun—which tried mightily to peep out through the cloud—a group of hearty club members enjoyed a Friday afternoon moment together. Totally welcoming, incredibly cheerful,



the camaraderie trumped the crummy weather and I couldn't help but sit and enjoy a few with the group.

4 My pal, Anibal, a true pioneer in the digital photo bonanza, took the last photo in our report—the one at the top of the page—Anibal shoots everything. Reliably, on Thursday morning after race night, he floods Facebook with every moment from the previous evening's action. His shot in this case included our foredeck, Andy one evening at a boat-in movie. Andy, as you can see, was a bit concerned that the attending officers might have spotted something inappropriate and were coming to get him. Nothing of the sort of course, but it did make for the best shot of a fabulous summer. ■



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