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CANADIAN YACHTING December 2014

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See Electronics page 34.

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Wonderful **Winter Opportunities**

It's December again and at the risk of being labeled a cock-eyed optimist, the winter presents a wonderful opportunity for doing repairs, maintenance and upgrades to your boat in the off-season.

I just returned from a major conference in Florida for people in the marine trades and boat building. It was a lovely big, trade-only show, jam-packed with parts, materials and educational seminars of all kinds, geared to people in the boat building, repair and refit industry. As you can imagine, I'm like a kid in a candy store!

To see everything all in one place at one time helps to give you an interesting perspective. When it comes to contemporary boats, there's some good news. It seems that if you started off with a good quality, well-made fiberglass boat either power or sail, chances are it will have a very long practical life and that makes it something worth maintaining.

If the boat is more than 15 years old, the engines it originally came with are probably pretty well worn out. So that's more good news… The new engines are a quantum leap ahead in both economy and performance plus, they run so much better than the old engines that it's hard to describe.

Nowhere is this more obvious than when you drive one of the new 4 stroke outboard motors, regardless of the horsepower. The new outboards from all the major engine builders are powerful, lightweight, smooth running, smoke-free and silent as well. I was recently on board a big saltwater fishing boat that was rigged with triple 300 hp Mercury Verado engines, all idling while we shot a video and you could barely hear them running. Incredible!

If your boat is equipped with stern drive power, both MerCruiser and Volvo Penta have just introduced new V-6 engines that make the kind of horsepower old technology V8s did, but that are lighter weight, offer significantly better fuel economy and again, are smoother, quieter and nicer to operate.

It makes economic sense to re-power a good older boat if it still has lots of years ahead and if you go for these new engines, they connect to all the great electronic engine management and navigation technology that has been introduced lately for your helm.

The common language among all the latest high-tech systems is NMEA 2000, a technology which allows greatly enhanced communication from one electrical device to another, throughout your entire boat.

Back in 1994, the marine electronics industry recognized the need for a true networking interface standard and NMEA 2000 was developed to be the controller area network [CAN] marine electronics interface. Currently, it is the open industry standard for networking on vessels and it was designed to allow microcontrollers and devices to communicate with each other without a host computer. CAN is a message-based protocol originally designed for automotive applications, but it is now used in other areas such as aerospace, industrial automation and medical equipment, as well as in the maritime world since the development of NMEA 2000.

NMEA 2000 is not proprietary. It is an open network environment for the entire marine industry to use. NMEA 2000 is a very robust industry standard that allows boaters to use products from many different manufacturers on the same network.

Many of the new high-tech engines are able to integrate with digital dashboard instruments, navigation equipment, security monitoring systems and even onboard entertainment equipment and in turn, you can operate or manage many of these systems remotely through your mobile devices.

It's an incredible world of new technologies and capabilities that older vessels can't access unless you add a NMEA 2002 network and equipment to take advantage of these new user benefits.

Consider what might happen if you are out on the water and a sudden weather change leaves you enveloped in a dense fog. Turn to page 34 in this issue and you will see some of the ways you can get home safely, even in a smaller boat if you have invested in some of these new technologies and equipment.

What ever it is that will make your 2015 boating season more enjoyable, your marina or repair yard can probably accommodate your maintenance, repair or re-fit projects over the winter so that your boat is in top shape, (maybe better than ever) for the coming summer.

Perhaps this issue of Canadian Yachting will inspire you to make that call! •

Andy Adams–Editor

Sun Odyssey 349

Elegant Simplicity

Clean lines, excellent stability and easy handling make the Sun Odyssey 349 a great performing boat. The new Sun Odyssey 349 designed by Marc Lombard is offered in a two or three cabin layout with a spacious salon and a fully functional galley. The interior is warm, bright and inviting.
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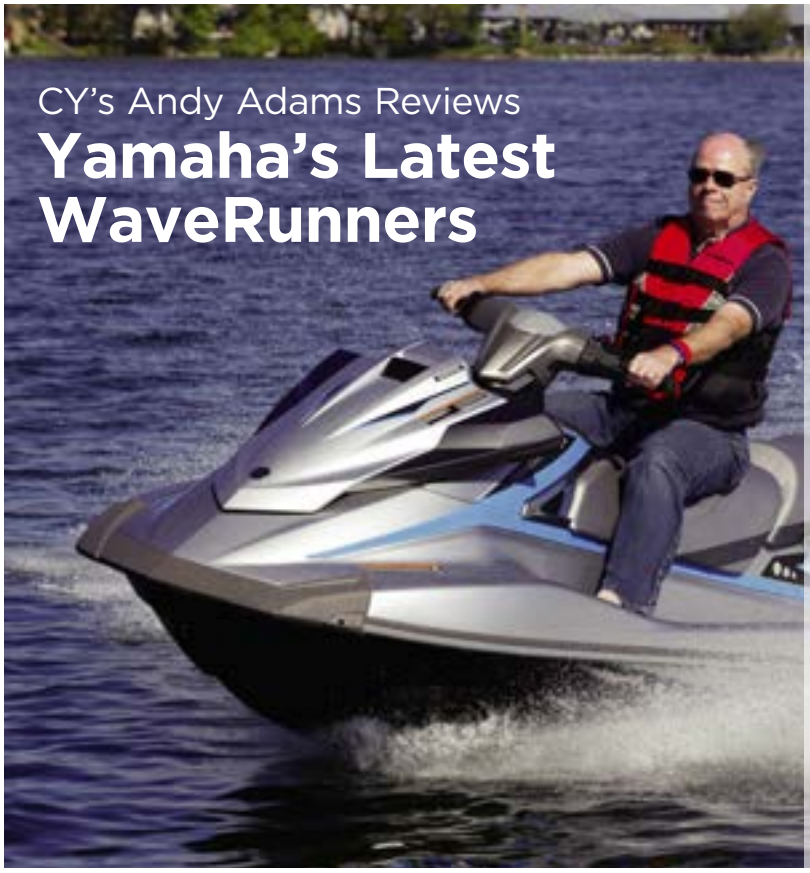
2014 NP Yacht Owners Rendezvous

The 2014 NP Yacht Owners Rendezvous at Telegraph Harbour Marina last week was a huge success, attended by 24 boats and 55 people. Everyone enjoyed the great food, music and Mexican theme. A good time was had by all and the weather cooperated despite a few downpours on the last day. Educational and round-table sessions for both women and men were well attended. Many thanks to Malcolm Ellison of Lightship Mobile Marine for his entertaining and informative sessions, stories and laughs.

Sponsorship by Trevor Brice of NP Yachts, Malcolm Ellison of Lightship Mobile Marine, Dolphin Insurance and Philbrooks Boatyard and many other businesses was very much appreciated. We will be providing you with more business throughout the coming year and are already looking forward to the event next year in Anacortes



CY's Andy Adams Reviews

Yamaha's Latest WaveRunners

Canadian Yachting magazine Editor Andy Adams has been hard at work reviewing Yamaha's latest WaveRunners. The new VX Deluxe and VX Cruiser models feature greatly improved hull design for better ride and handling as well as Yamaha's new RiDE dual throttle controls - a world's first.

Controlled by an Intelligent Boat Control Unit, BCU, RiDE utilizes a patented bucket design that forces water out the sides of the bucket, thereby acting as a virtual rudder that keeps the watercraft tracking in the direction the driver intended. At any time, the driver can stop the boat very quickly while maintaining control and the new design also makes this the easiest personal watercraft ever for low-speed and docking.

Look for these new models to debut at the Toronto International Boat Show in early 2015!

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Seafaring Santa – Nautical Gift Ideas for the Holiday Season

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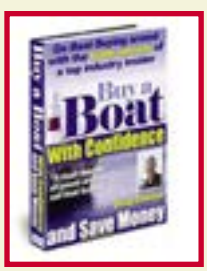

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Nautical Gift Ideas for the Holiday Season

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What's the VHF channel to hail the fuel dock? When's the last time the oil was changed? Will a friend know where to find the shackle key? Boaters will find a wealth of such information in Bernard Engraving's Boating Manager series.

Available in Power Boat Manager or Sailboat Manager formats, they make thoughtful and highly practical holiday gifts.

These onboard reference logs become more valuable over time as owners continually add their own data to them. They are invaluable to someone who may have to captain a boat during an emergency, when lending out a boat or to the next owner of the vessel.

Designed to lay flat, Boating Managers feature a 3-ring, loose leaf format with durable poly covers. Color-coded chapter tabs provide easy reference. Pages to record crucial information such as piloting, vessel documentation and data, inventory, medical history and maintenance logs are included. The Sailboat Manager also includes sections on sails, rigging, trimming, and cruising and pre-arrival anchoring and docking checklists.

Experienced and new boaters alike will appreciate the laminated quick reference cards. Now, vital information such as a pre-start checklist, sound signals and waypoint log, can be brought up on deck.

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Charting Its Course

Style of the Yacht-Master II

The Yacht-Master II's bold and distinguished marine character is firmly in line with the spirit of the Oyster Professional watches. The regatta chronograph's clear display epitomises Rolex's constant attention to detail.

Its red-contoured countdown arrow and the seconds hand are readable at a glance against the dedicated 10-minute countdown graduation on the dial and the graduations on the bezel.

4161 Movement Features

The Yacht-Master II is equipped with calibre 4161, a self-winding mechanical regatta chronograph movement entirely developed and manufactured by Rolex. The result of over 35,000 hours of development, the Yacht-Master II introduces a new regatta countdown with a unique, patented mechanical memory created by Rolex. A number of the 360 components in the 4161 movement are so tiny or complex that they can only be made by new, cutting-edge technology.

Spirit of the Yacht-Master II

Yachting has an elegance that the sport's harsh conditions cannot obscure. Along the Sardinian coastline, commanding yachts cut through the Mediterranean with agility and apparent ease. But the idyllic scene belies the competitiveness, for this is an event where the crews are determined to win.

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Navy Vintage Hooded Zip Jacket

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Colour: Navy
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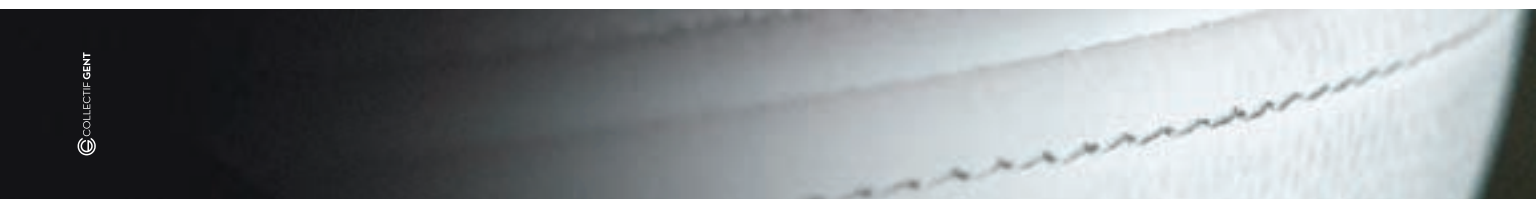

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Canadian Yachting's Eileen Walsh and John Armstrong represent at the annual Boating Ontario golf tournament.

(Video) Canadian Yachting's Andy Adams reviews the 2Tinga Tunnel Hull Dinghy http://youtu.be/d7q-yw3pBLE

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Michele Sacco Publisher of L'Escale Nautique and Greg Nicoll publisher of Canadian Yachting Magazine sailing on the new Beneteau 22 at the US Sail Show in Annapolis Maryland.

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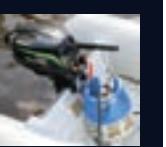

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A full schedule will be posted shortly. The Conference is preceded by the Sail NS Awards on November 21, with a feature presentation by Brian MacInnes of Team Oracle. at the Maritime Museum of the Atlantic from 7-9pm.

Registration information is at www.sailnovascotia.checklick.com/online-registration or visit www.sailnovascotia.ca

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Queen City Yacht Club

1939: QCYC from Wards Island

By Katherine Stone

Imagine a club that has been around for 125 years, that used to rent their club house, finally built a club house only to have it go headfirst into the lake, that rebuilt the clubhouse on an island that didn't used to exist, and then not be able to get there unless you whistled to someone from across the inlet at Ward's Ferry, to come get you in a rowboat! Sounds unbelievable…it's the legacy of the Queen City Yacht Club

In 1793 Lieutenant-Governor Simcoe and his wife used to picnic on the island, although it was really not an island at that time, rather a peninsula coming out from the eastern end of the city. As the only way into the harbour was through the western gap, he decided to make Toronto (then York) the military centre of Upper Canada and Gibraltar Point (now Hanlan's Point) would guard the entrance. Fort York would eventually be built across the western gap to help defend the city. The area was known to the Mississauga natives as "the place of trees standing out of the water." It had been made up over a millennia from alluvial deposits carried west from the Scarborough Bluffs, helped with the flow of the Niagara and Don Rivers. A violent storm occurred in 1858, which forever separated the "peninsula" from the mainland creating a crescent shaped chain of islands, curving into an 8 km hook, broken on the inside into tiny lagoons and islets.

From their meager beginnings of rented boathouses near the foot of York Street to their permanent home on Algonquin Island in Toronto, Queen City Yacht Club has had a vibrant history with a culture of sharing in the club's work. Originally part of the Toronto Yacht Club in the1880s, a group of young men who wanted to form an affordable club of their own was inspired by the name Queen City of the Lake, which people were then calling

1910: QCYC Clubhouse base of York Street designed by E J Lennox.

1920: QCYC Clubhouse sinks into Toronto Harbour.

Toronto. A month after official incorporation as a club on July 17, 1889, the local newspaper wrote that "QCYC boasted 60 members and some 20 boats." Racing was the primary reason that men joined the club and by November of that year were also members of LYRA (Lake Yacht Racing Association) which is still in existence today. Things were booming, so another building was acquired next door on Clindinning Row south of the old Union Station (dismantled in 1928). Within a couple of years, facilities were rented from the Toronto Canoe Club just west of the foot of York Street.

Reccurring themes, encountered by many clubs, that would last decades began to emerge. Some of these included disagreements with the Royal Canadian Yacht Club (across the adjoining slip), club finances, and assessments. Also, this was at that time, a man's sport. Being standard for the time, ladies were not encouraged to visit, their amenities were sparse, and of course, they were not allowed to become members.

In it's very first year, QCYC held weekly races, leaving from the foot of York Street, rounding the Gibraltar Point buoy, to the eastern end of the harbor, and back to the start. On the occasion when RCYC and QCYC did work together, they man-

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1968: QCYC launch of Algonquin Queen.

1989: QCYC Haulout.

aged to thwart the Toronto Harbour Trust's (now the Toronto Port Authority) idea of restricting racing in the harbor and fining yachts for meddling with Steamer traffic. However, they did have quite a row over who could use the harbor on what night and ended up splitting the harbor racing area in half.

The opening of the splendid new $2,000 three-story E.J. Lennox-designed (architect and club member who helped create Toronto City Hall and Casa Loma) clubhouse in 1902 on the property rented from the Argonaut Rowing Club, on their wharf at the foot of York Street, solidified Queen City's emergence as one of the leading clubs on Lake Ontario's waterfront. Ladies could now be invited by members to the club balcony on Saturdays and race days. At that time, aside from sailboat racing, smoking concerts were the rage. As club rule #7 strictly forbade the drinking of spirits and gambling on club grounds, smoking filled the void at $2 a pop. Soon with a profit of $45, funds were put toward renovating the ladies' parlour. By 1909 dues had shot up to $10 with close to 190 members. However, in a step backward, ladies had lost the privilege of even using the members' balcony, as the club had gained and retained the reputation for enjoying a good party!

In 1912 the Toronto Harbour Commission started an expansion program designed to deepen the harbor for larger commercial vessels and then to use the newly created land from the dredging

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Over A Century At Sea

1989: Skyshot of QCYC.

to expand the waterfront shoreline. According to the book put together by Wayne Lilley, a member for the Centennial, in the process of dredging, "at about 2:30 a.m. on July 7, 1920, the pilings beneath the clubhouse gave way and the three-story clubhouse sagged into the harbor up to about the top of the first story." Fortunately, the club was already considering a move to Sunfish Island, which ironically, had been created by the harbour's dredging. At that time the only other inhabitants of the island were a YMCA boys' camp and an airplane hangar at the far western edge. By 1938 Sunfish Island had been renamed Algonquin Island and there were some houses, floated over on barges from Hanlan's Point.

The club's first haulout was October 1921 using an east-west Marine railway, eventually changing to a north-south direction by 1929, as it still is today. By 1923 women could finally join the club as "social" members. However, they could only be appointed to serve on a committee, but not as a board member, and could not vote. For this "privilege" they paid $5, which was only $10 less than a senior member. However, by 1948 it seems that they had lost the right to join the club. Seems to me like they were following hemlines because by 1950 they were allowed to moor and sail a boat, but still could not vote, unlike the rest of Canada where they voted in the 1921 national election. It took until 1969 for women to finally be able to join as Senior members, yet they were one of the first

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1990: QCYC Club house and the Algonquin Queen.

clubs to do so.

Seems that reports reached the Board that bad language was all too common around the club in the mid 1940s. The League of Decency was formed who carried tin banks into which were deposited 10 cents for every bad word uttered. Even the commodore, after inadvertently dropping a full bottle of Scotch, was said to have paid $4.30! Apparently the language cleaned up so fast that the league was soon abolished. E. Graham Dougall, a longtime member recounted that, "There was also a motion in the 1950s to not allow strippers in the Grand Hall!"

Their own tender, Algonquin Queen, was acquired and went into service in June 1968. It was replaced by the Algonquin Queen II in 2003. By 1979 The Rapids Queen was acquired and sunk as a break wall to cut the surge in the lagoon that accompanied a norwester. Although it made for better sleeping aboard your boat, there was

absolutely no chance of getting any shut eye if your boat was moored under the Great Hall when one of the renowned parties took place.

The self-help philosophy has forged long-lasting friendships that are passed down from generation to generation. Richard Slee, Communication Chair, says that their motto really should be, "Brute strength and ignorance over comes all!" This uniquely beautiful club is situated on an island in a park that is found in the largest urban car-free environment in North America. 95% of their fleet is sail and they have a vibrant learn to sail program for young and old for more than 60 years. A new Learn to Sail Centre, once more member designed, was completed in 2014, with member storage lockers next door. The "Snug Bar" on the ground floor of the clubhouse is open all year so members can skate or ski on the frozen lagoons. The dining room was added in 1964 and, added to the Great Hall, it makes for ideal party conditions, for which they are famous.

2012: Gunning in the new boats by Joshua Slee.

"Crowd her north?" "Where's the butterboard?" "Everyone on the pointy end!" "Clear the track!" "Follow the car!" are all shouts you will hear, along with mysterious words like, "King plank, cross-haul, ways and sleepers," but they are close to the hearts of the members on their Marine Railway. It may not be co-incidental at all that in their 125th year, QCYC entertains more boats from visiting clubs than any other yacht club on Lake Ontario. Come join the fun and belong to one big family in a magical setting. •

Queen City Yacht Club; Box 401; Station A; Toronto, Ontario M5W 1C2; 416-203-0929; www.qcyc.ca

Old Salts and Sea Salts

Story by: Greg Nicoll | Photos by: Kathy Mak

The old sea salt expression; "Over the transom" can generally mean one of two things; we have lost something overboard, or something arrived unannounced. Most often if something arrives unnannounced, we just toss it back into the sea, however, sometimes the object can prove to be a real treasure. So, another boating cookbook arrived at our door without any advance warning and the options were; to chuck it overboard, park it on the shelf with our other boating cookbooks, or crack it open and see if it was really something special. Wow, we were hooked like a salmon!

Sea Salt: Recipes from the West Coast Galley by Alison Malone Eathorne, Hilary Malone and Lorna Malone with photography by Christina Symons and published by Harbour Publishing, instantly came to life. The photograhy is spectacular with stunning images from the Pacific Northwest, personal glimpses of the authors and of course, mouth watering photos of incredible meals and snacks. While much of book details the Malone family`s love of food, it is also an odyssey of a sailing family moving to the West Coast, embracing their passion for sailing, growing as a family and taking full advantage of the bounty of local foods and of nearby food artisans and growers, but the book also brings a sense of richness and satisfaction to the pleasures of eating aboard a boat .

The first thing that we did was to select some recipes and then we dove into trying to replicate the offerings from the book. It became a little addictive! The Galley Guys strongly recommend this book and want everyone that does not have access to the the special foods, ingredients and flavours of the West Coast must not fear; using the book as a guideline will help you to discover your own local flavours and local suppliers, who by the way, are usually interesting individuals that make onboard dining so memorable. Plus, the stories and adventures enountered when sourcing great food and preparing the meal, can spice up

Above: Genoa Bay on Vancouver Island is a little funky and laid back with wonderful restaurants.

Left: Greg Nicoll with Hilary and Lorna Malone.

your dinner conversations.

The Galley Guys wanted to know more about the authors and started a dialogue, first through their publisher and then directly with Lorna Malone. Lorna is the mother of the Malone family, but it quickly became very clear that Sea Salt was a collabrative affair with Mom and her two daughters. Our conversations became more involved and we went on to explain that we would be cruising in the Gulf Islands this year and we asked if there would be an opportunity to meet and interview the authors. Well, one spoon lead to a fork and then to a knife and before we knew it, the table was set to meet up with the Malones on the East Coast of Vancouver Island for dinner.

The destination was Genoa Bay 48° 45' 29" N, 123° 35' 58" W, a half way point between Sidney and their home base of Nanaimo on the north side of Cowichan Bay at the south end of Sansum Narrows. Just being in Genoa Bay was a thrill. Post card pictureque, a little funky, bit rustic, and totally laid back. Genoa Bay is surrounded by mountain vistas, towering pines, calm waters and a very eclectic aray of vessels. It was perfect!

The origins of Sea Salt started with sailing and racing on

Hilary Malone in the galley of the Amritha Catamaran.

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Beets Crostini

Seared Scallops

Lake Huron in Ontario and then in the late 1970s came the big move to the West Coast. Although the Malones spent many years without a boat, it was always in their plan. They commissioned Bent Jespersen and crew from North Saanich to build a McCurdy & Rhodes design to be called Aerial. With much pride Lorna says that after 25 years, Aerial looks as magnificent as the day she was launched. But it was also fun to watch Hiliary start to unpack all the food, trimmings and supplies in the galley of Amritha, a Lagoon 400. Their sailboat, Aerial, is a traditional single hull wooden sailboat with a galley built for both racing and cruising. When Hilary`s eyes scanned the Lagoon`s enormous galley she smiled and said this was going to be fun! Hilary, the fearless cook of the family (who won the Gold Medal in the Skills Canada BC 2013 competition), is a graduate of Vancouver Island University's Culinary Arts Program and she jumped into action right away.

DINNER HIGHLIGHTS: BALSAMIC BEETS AND GOAT`S CHEESE CROSTINI.

Each element of this dish had a story and both Hilary and Lorna were excited and proud to identify "their partners", the local suppliers; The Crostini loaf was made from grains grown and milled on Vancouver Island by the Cowichan Bakery, the tangy goat cheese is from Salt Spring Island Cheese Company, the beets are from their own garden and are "punched" out to give a unique shape, and the sautéed beet greens, (when is the last time you had beet greens?) to give the dish an earthy tone. Chef Hilary selected a sparkling wine from Unsworth, a local vineyard, for its crispness - a great starter for any meal.

Unsworth 2012 Gewurztraminer from Unsworth Vineyards in the Cowichan Valley on Vancouver Island.

Dinner with friends needs great food and lots of time to

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Pacific Cioppino from Sea Salt: Recipes from a West Coast Galley cookbook.

talk, laugh and learn. The Seared Qualicum Beach Scallops with sweet corn-basil puree and heirloom tomato salad came with an overview of the changes happening to the Qualicum scallop industry. Lorna was quite concerned that with the rising of the water temperature and changes to the acidity in the water, the scallops needed to be brought to market sooner and are noticeably smaller than the scallops harvested just a few years ago, something we learned. As boaters we often have a firsthand view of the results of our changing climate. It was suggested that this meal should be planned for the beginning of a voyage while the produce is still fresh. Hilary selected a Gewürztraminer, again from Unsworth Vineyards in the Cowichan Valley, as its dryness paired well to offset the sweetness of the scallops.

Right at the beginning of Sea Salt, there is a section called the "Tool Box". Over the years of cruising and racing Lorna has put together a list of all the kitchen tools and gadgets that she feels are essential for running a proper galley for a journey at sea. One important item is a large stockpot for crabs, soups, and stews or when a large crowd shows up. The large pot on the Amritha came in very handy for Hilary's Pacific Cioppino. The Cioppino is a show stopper and a perfect al fresco meal. This fish stew has its origins in San Francisco and from the name you can guess it has Italian roots. Chef Hilary uses a combination of salmon, white fish like halibut, scallops, mussels, prawns and clams, or what is fresh and available. Make sure you have a crusty loaf or two of artisan bread to mop up all of the saffron infused tomato broth.

It was during the Cioppino that Hilary announced that she has just came back from Beijing China where she had represented the Malone family by accepting the award they won; third place in the 2014 Gourmand World Cookbook Awards' competition for the World's Best Fish and Seafood Book. The results were announced at the first Beijing Cookbook Fair on May 20 and 21, 2014. The Gourmand World Cookbook Awards had named Sea Salt Canada's Best Fish and Seafood Book in late 2013, which made it eligible for this worldwide honour. All at the table raised their glasses of 2011 Pinot Noir from Joie Farms to toast their marvelous accomplishment.

Often it takes a little extra touch to make something extra ordinary become something unbelievable. A coffee cake for dessert sounds very ordinary but this was no ordinary coffee cake. It burst with cranberries and hazel nuts and with Hilary's flare for food styling, the presentation was a show piece. Actually, it was made ashore days before and kept in an air tight container as it did not need refrigeration. The coffee cake with a dollop of thick Greek yogurt, fresh raspberries and edible flowers along with a glass of Averill Creek's Cowichan Black fortified blackberry wine was like the finale of a fireworks display.

Many of the traditions and practices of the naval services are passed from generation to generation of service members by sea stories as told and retold by old salts. An old salt might be heard saying "this is how we have always done it on this ship". On all boats, there will be always limited storage space, small galleys, long distances to markets and limited refrigeration space that often keeps us from eating like the admiralty. The Malone women think not! Experimenting, seeking out local suppliers and taking some risks have taken them from racer/cruisers to internationally acclaimed cookbook writers. Maybe it is time to revisit your spice locker? Old Salts meet Sea Salts. Three cheers to Alison, Hilary and Lorna!! •

For more photos and a video interview with the authors visit www.CanadianYachting.ca

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Are You in a 'Fog' About Electronics?

While Marine Electronics are Changing at a Rapid Pace...Fog is Still the Same!

You may not recognize the name Herbert L. Stone, but he was published in Yachting magazine back in 1916. He wrote an article called "Lost in a Nova Scotia Fog" and it's a great, salty read about true adventure in the days long before there were marine electronics on pleasure craft. There's a connection...Canadian Yachting regularly features the writing of Katherine Stone doing yacht club profiles and sailboat reviews. It is with considerable pride that Katherine and her family share her great-grandfather's Yachting article. Here is a taste of the story...the full re-print is on the Canadian Yachting website at www.canadianyachting.ca

Lost in a Nova Scotia Fog

Herbert L. Stone

You have all run in a fog at some time or other in your yachting careers! It is a safe bet that none of you like to do it - in spite of the satisfaction that comes when you pick up your buoy, or begin just where it should be, after you have run your distance down – when most of you agree with the men who follow the sea for a living rather than for pleasure that they would sooner face a gale of wind than a fog of any duration. When you get them both together, however, you are indeed in hard straights, especially when the land is close a board.

I got mixed up with this combination once, with the fog lasting for three days on end. Black, blinding, choking Nova Scotia fog it was, with surging, treacherous, swirling Fundy tide under us just to keep us from going to sleep on our jobs. The combination nearly got us at that, when the sense-deadening mist finally blew away and showed us the land and the outlying ledges off our starboard beam our minds cleared up slowly, just as they did when we got our senses back after whirling round and round and round, as we used to do when boys.

It happened in this way, and if you are interested in dead reckoning navigation you will like to hear about it, maybe. We

had been lying in Digby, Nova Scotia, for three days waiting for the fog to blow away, so that we could start back for the States on our homeward cruise, Annapolis basin being our "Farthest North" that year. Our yacht was auxiliary yawl Piute. Forty-three feet on the water she was, sixty feet over all, designed by that master-hand Carry Smith, and for power she had a 20-horse power, two-cylinder motor tucked away in the lazarette that would knock her along something over six knots or seven statue miles. We had jogged along leisurely on the way up, stopping at most of the Maine ports, and were in a hurry to get back so that we were willing to make some long jumps if necessary.

Finally, on the fourth morning the glass, which had been stationary, went down three-tenths, and, looking for a westerly, I decided to make a start, though the fog was still as thick as ever, calculating it would blow away before we made the other side of the Bay… full story at www.CanadianYachting.ca

Getting a Feel For Fog

By Rob Gordon

"Fog lasting three days on end. Black, blinding, choking Nova Scotia fog it was..."

That's how yachtsman Herbert Stone describes his "sense-deadening" venture into the fog of Nova Scotia's Bay of Fundy back in 1916. Stone may have been too kind to fog in his article "Lost in a Nova Scotia Fog"; he didn't mention treacherous, intimidating and even deadly. And, oh yeah, it's often cold and always wet to the bone.

It's a sure bet that the fog hasn't changed much since Stone's voyage aboard the 60-foot yawl Piute. Nope, it's the same fog and the same ocean, but there has been a sea change in how we finagle through fog.

Stone was guided along the Atlantic Coast by magnetic compass, marked his position on a paper chart and figured out the boat's speed with a windup clock; all essential tools for navigating by dead reckoning.

These days GPS, AIS, Radar, reflectors, deflectors, depth sounders, VHF and colour plotters are common devices aboard most yachts. Still, even with all these toys and tools, fog can be down-right scary.

So, should we be scared of fog? And, just what is fog anyway? Let's start with Environment Canada's official definition of fog.

Fog: "A cloud based at the earth's surface, consisting of tiny water droplets, or under very cold conditions, ice crystals or ice fog. It is generally found in calm or low wind conditions. Under foggy conditions, visibility is reduced to less than 1 kilometre."

Seems straight forward enough to me; fog is a compound, fine droplets of H20 suspended in the air. A sort of low flying cloud that won't let you eye-ball anything beyond a kilometre. And it gets worse. In a "fog bank" the visibility is less than half a kilometre, says Environment Canada's glossary. And as every weathered sailor knows, it can close-in much tighter than that sometimes.

"When you are in fog, you are in a cloud...fog is made up of trillions and trillions of tiny water droplets that are so light they float," says meteorologist Richard Zurawski who has authored several books on maritime weather and climate change. And as avid Atlantic sailor, Zurawski knows the reality navigating in the cloud.

Just like the more lofty clouds, there are several kinds of fog (and I don't mean thick, thicker and more thicker.) Advection, radiation, upslope and sea fog have different beginnings but they share common ingredients.

"There is a recipe for making fog. You need three things: a source of water, a condensation nucleus (it's always dust) and a cooling mechanism," says Zurawski.

The perfect fog recipe can be found in June and July in the Atlantic when the warm Gulf Stream mixes with the chilly Labrador Current. Vast amounts of sea fog are whipped up and served to coastal areas from Newfoundland to the southern tip of Nova Scotia.

Trans-Atlantic solo-sailor Mark MacNeil homeports out of the Armdale Yacht Club on Halifax's Northwest Arm. Last year he turned his Tartan 41 "Kula" true north at the harbour mouth and headed for Greenland with his daughter as crew. The fog started off Labrador and lasted eight days straight.

"Never saw a thing. Not even a glimpse of the Labrador coast," says MacNeil.

He warns that it's easy to become complacent about fog but recommends that you can never let your guard down. AIS (Automatic Identification System) was MacNeil's best fog-fighting friend. AIS is built into Kula's VHF radio and warns of

approaching larger ships. The AIS transceivers aboard fishing boats and freighters broadcast speed and direction relative to the boat receiving the data. What's coming, on what heading and how fast; handy information when the bow of your boat is about the limit of what you can see with your eyes. (Read more about AID at http://ow.ly/CW9xB)

"Fog is more challenging than sailing at night. On a clear night you can see something coming for miles. Heavy fog at night means you see nothing at all, zero," he says.

As Herbert Stone wrote 98-years ago, the difference between day and night in the fog is a change from "a jet black mist to an impenetrable grey one." The fog on Stone's voyage was so thick and dense he had to light the binnacle lantern during the day to see the compass.

The fog was just as thick on MacNeil's northern voyage. He found radar useful but it's a real power drain on a small boat battery system. On Kula, the radar would be sparked up by the person on watch three or four times every hour, the radar's fog piercing beam searching for small boats, fishing high-flyers or ice bergs.

Stop, look and listen is also a proven fog-buster, according to many sailors who know the dark cloud all too well. Slip the engine into neutral, or even turn it off, and drift for a bit in silence. You just might hear the sound of another boat's engine, the clang of bell buoy or the slapping of waves against a rock or the shore; all 'need to know' stuff in the fog.

AND THEN THERE IS TRUST.

Airplane pilots call it spatial disorientation; a loss of senses during a flight at night, or in clouds, or fog. Disoriented pilots start to panic and begin to doubt their instruments, allowing flawed instinct to take over. It can happen on boats when an inexperienced crew in fog feels that the boat is going in circles or in the wrong direction even though the navigation electronics say otherwise.

The solution is simple and it works. Before you ever leave the dock get to know your instruments and how to use them. Practice navigating with GPS and radar on clear days, so when you get fogged in you will trust what they tell you.

I have a confession to make. I like fog and the thicker the better. Getting all the navigation gear working and tuned just right, plotting the course and hitting every mark requires really clear focus. And like Herbert Stone who took off his "fog-soaked clothes and turned into fog-soaked blankets" after forty hours without sleep, there is a certain sense of accomplishment at the end of a fog-bound voyage.

Fighting Fog with Technology

You have to admire the knowledge, confidence and consummate skill that Herbert Stone showed while making his way through three days of Nova Scotia fog back in 1916, but thanks to the latest in marine electronics technology, the average boat owner can get home safely if they have the right equipment.

GPS - A GOOD STARTING POINT

Well…better than good, fabulous and amazing really. We all have the United States to thanks for GPS, the Global Positioning System because they developed it back in 1973 integrating ideas from several predecessors, including a number of classified engineering design studies from the 1960s. GPS was created and put into service by the U.S. Department of Defense and it was originally run with 24 satellites. It became fully operational in 1995.

GPS is a space-based satellite navigation system that provides location and time information in all weather conditions, anywhere on or near the Earth where there is an unobstructed line of sight to four or more GPS satellites. The system provides critical capabilities to military, civil and commercial users around the world. It is maintained by the United States government and is freely accessible to anyone with a GPS receiver.

Today, even your cell phone is probably GPS-equipped and GPS capabilities are generally built into many marine electronics components. GPS is unaffected by fog, or most weather for that matter! Lots more info about GPS is available at www.canadianyachting.ca/products/electronics.

Even on the smallest power or sailboat, as long as there's room for a battery to power it (or if you choose certain high-end hand-held portable models) you can get important fog-fighting capabilities in a proper, new marine VHF radio.

Some people feel they are covered for communications if they take their cell phone or smart phone on the boat and we mentioned that many are GPS-equipped. Users may argue that they are near urban areas and usually get strong cellular signals.

This Standard Horizon GX2200 VHF radio with AIS includes a screen showing 4 AIS targets. Note the red DSC Emergency button.

OK, but a cell phone is no replacement for the latest and greatest VHF marine radios that offer capabilities far beyond what an old VHF radio is capable of.

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tures but cellular access will probably only connect you to a 911 operator and the most they could do would be to relay your distress call to the Canadian Coast Guard. It won't help them locate you out in the bay.

We are talking about the danger of getting caught out in fog and absolutely, your VHF radio is the very first piece of equipment that you should have, even on a trailer-size boat. The latest radios now offer a range of communication functions that might include:

- Full VHF send and receive compatibility with selectable Canadian, American and international channels
- Global Positioning System [GPS]
- Digital Selective Calling [DSC]
- Automatic Identification System [AIS]
- Plus, NMEA 0183 or NMEA 2000 network connectivity.

The new GPS-equipped VHF radios have a feature called the Marine Mobile Service Identity, MMSI and this is a number you have to apply for, that is issued through Industry Canada. If you are in distress and your radio is MMSI-capable and properly hooked up, there is a big red Digital Selective Calling [DSC] button on the VHF that you can press and hold to automatically send your distress call along with your boat's identity and GPS position, to the Coast Guard. All you need to know about VHF radios can be found at http://ow.ly/CWaAU.

In a real emergency, it does exactly what you might not think, remember, or have time to do.

Incidentally, some of these new radios include a directory function so that you can use your MMSI like a telephone number to contact another MMSI-equipped boat or shore station. You can go directly past channel 16 to the party you really want to call.

In addition to the MMSI, there is AIS, Automatic Identity System which uses the GPS and your MMSI, to send and receive a unique signal to other vessels in the area. With AIS the Coast Guard is able to locate your boat among other AIS equipped vessels in the area plus, some VHF radios have a graphic display that lets you identify other AIS-equipped vessels near you, reducing the risk of collision under conditions like heavy fog.

For fixed mount radios, Furuno, iCOM, Lowrance, Raymarine, Simrad, Si-Tex and Standard Horizon all offer excellent units with the features we are describing.

If you could only have one device, a properly equipped new VHF radio with the functions we are talking about is the single best tool for dealing with a dangerous situation like fog.

SOUND CARRIES THROUGH FOG

I would bet that one of the most rarely used pieces of equipment on most boats is the horn. In the Herbert Stone story, he talks about keeping a man on the "patent bellows" fog horn to alert other vessels to their presence, (if not their exact position) and anyone with a working horn can do the same when caught out in fog.

Another potentially useful device is a loud hailer. There are some VHF radios that include loud hailer capabilities or you can get a stand-alone unit like the Standard Horizon VLH-3000 Loud Hailer. This is not expensive yet has connections for forward and aft PA horns with listen-back and includes bells and whistles for four fog signals.

Standard Horizon VLH-3000 loud hailer that can produce fog horn sounds and whistles.

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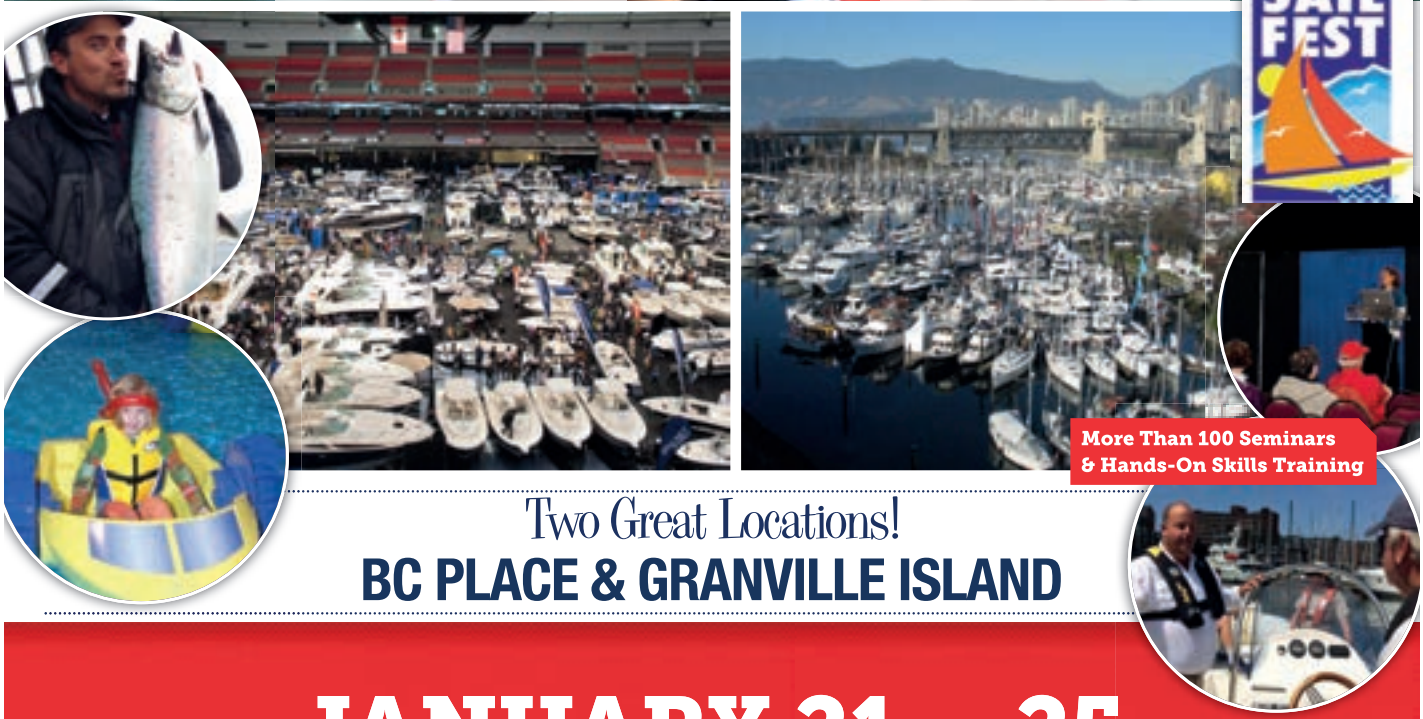
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SEE WITH YOUR MFD

The helm-mounted Multi-Function Display (MFD) can guide you home with considerable accuracy, especially if you have a broadband radar system. Open array types can be more powerful and longer-range but the technology behind broadband allows you to track a target right up to the side of your boat.

The larger the screen, the easier it is to see clearly and also the more versatile it can be. Many units will display up to three or four information feeds, so you can be following a navigation chart, tracking your depth if you have sonar and monitoring a radar sweep, all at the same time. Better yet, some systems can overlay the radar sweep on the chart so each target can be followed relative to your speed and direction. Some can add AIS targets into the mix too, greatly enhancing the information.

RADAR ISN'T JUST FOR SHIPS

We recently went onboard for a demonstration of the latest Simrad Broadband 4G radar and it's incredible technology. The 4G system was fitted to a Yellow Fin centre console fishing boat powered by triple 300 hp Mercury Verado engines and we tried out the Simrad 4G in the harbour in Tampa, Florida. This unit is the first to use "Beam Sharpening" to greatly improve image resolution. You can adjust to track a wide area or close down to literally navigate to your slip in dense fog. And, it has a near-instant start up so you can conserve power if need be.

Simrad Yellow Fin at IBEX
This was the Mercury-powered Yellow Fin that we drove to tape the video of the Simrad 4G Broadband radar system recently in Tampa, Florida.

See our demonstration video on the Canadian Yachting website at: www.canadianyachting.ca

But if you have other equipment on board and an NMEA 2000 network, you can connect a multi-function display screen, compatible electronic chart system or even a radar system to have much better display of the traffic situation around you. Those same networking capabilities also makes it possible to integrate all of your electronics such as chart plotters, depth finders, radar, loud hailer and other pieces of equipment to all work together.

By the way, don't forget to install a proper antenna for your AIS. AIS-dedicated antennas increase safety and security. With a variety of units specifically designed to meet the broader bandwidth requirements of all popular AIS transceivers, there are antennae for almost any application. More on antennae can be found at http://ow.ly/CWbA2. •

Your multifunction display like this crisp and colourful Garmin screen showing docks can guide you right into your slip when hooked to the latest broadband radar systems.

Furuno has just introduced the very newest radar technology; the Furuno Wireless Radar sends the display image to your iPad or even a smart phone so others can monitor radar targets while captain navigates through fog.

L to R: Shakespeare's 396-1-AIS, 6396-AIS, 5396-AIS, 5215_AIS Squatty Body and 5250-AIS Skinny Mini.

The 2014 International One-Design (IOD) North American Championship

IOD Skipper Bobby Constable of Nantucket, Massachusetts visiting Chester, Nova Scotia chased Hurricane Christobal clear across the Atlantic Ocean!

By Patricia Nelder

On the east coast of Canada, it is always a bit worrying organizing an on water event on Labour Day weekend as the Atlantic Hurricane season is active. In the week prior to the 2014 International One-Design North American Championship, August 26, 2014 to be exact, Hurricane Christobal formed just North East of the Bahamas and weather forecasters had spaghetti tracks heading north to Nova Scotia or optimistically carrying the storm well clear of the eastern seaboard. Our group decided to say positive and agreed with the more easterly track and on August 28th, eight skippers and crews from the USA, Canada and Bermuda arrived in Chester, Nova Scotia to sail in the Championship. By then it seemed clear that Christobal was passing to the south of Nova Scotia, so the game was on!

Luckily the historic International One-Design class, designed in Norway in 1936, loves wind. In the early part of the twentieth century, Long Island, NY investment Banker Cornelius Shields was a serious yacht club racer, racing the 28' Sound Inter Club Class when he determined that a new and better boat was needed to keep the attention of the club racers in Long Island. Concerned about the cost of changes in design, especially in the Metre rule classes, he decided that a One Design where all the boats would be built exactly the same would put the emphasis on the skill of the helmsman and crew rather than on the designer, the sailmaker, the equipment or on more money. Racing in Bermuda in 1935 he noticed a Six Metre called Saga designed and built by the Norwegian Bjarne Aas. Shields sent a proposal to Aas to create a boat that was slightly smaller but similar in appearance. He then sold the idea to his fellow Club members and 25 of the new boats were ordered from Norway at a delivered price of US$2,670. In Bermuda, another five boats were ordered and delivered in 1938, and a fleet was put together in Norway the same year. Keeping a One Design fleet is not easy and in 1946, standards and restrictions were developed to protect the integrity of the one design and these are updated regularly by the International One-Design World Class Association. Currently there are eleven active fleets operating in North America, Europe and Bermuda and each fleet has its own rig modifications dependent on the regional weather conditions.

Chester team aboard O2, San Francisco Team aboard Enigma Day 2.

Rick Thompson, a Bermudan sailor who is a Chester, Nova Scotia summer resident, grew up seeing and sailing the Bermudan IOD Fleet so when he moved to Chester in 2000 he finally determined that the boat he wanted to sail in Chester was an IOD. By 2005 his Mighty Mo was sailing in Chester and soon Rick encouraged more boats to race against him and the Chester IOD Fleet formed. Importing boats into a new fleet created a few hurdles that had to be addressed. The Chester Fleet has adopted a 7/8 rig with single spreader aluminum spars, and instituted a sail purchase rotation plan. World Class Association recognition as an official fleet was granted in 2009 and the boats that have been brought into the fleet all bring their own history which is well documented on the Chester Fleet website by Rick. The boats span the years from the original Aileen which was the first IOD imported to New York by Cornelius Shields in 1936 to Enigma built by Tern Boatworks in Gold River, Nova Scotia and launched in 2010.

Sail repairs Day 1.

The Chester IOD Fleet boats race regularly throughout the summer season and this year were recognized by Chester Race Week as a one design fleet and raced on the one design course. Internationally each year, events take place for the IOD fleet. The spring season begins with Bermuda International Invitational Race Week followed by the Nantucket Invitational at the end of June and then three rotating venue events each year. The North Sea Cup brings together competitors from the European fleets; the North American Invitational hosts representatives from the fleets in the US, Canada and Bermuda, and the World Championships host representatives from all fleets. Early in 2014, plans were formed to host the North American Invitational in Chester at the Chester Yacht Club. Representatives from all North American Fleets and the Bermuda Fleet were invited and the Chester Fleet boats would be provided for the teams. Jay Hooper, a Professional Race Officer (PRO) signed on to put the races on, Shawn Mulrooney of South Shore Marine, Chester was in charge of getting boats race ready, providing the on course windward mark boat and on course boat repairs. Mike Kelley of CR Heisler Boatyard on Gifford Island, Mahone Bay provided the very excellent tug Miss Jenna as the signal boat and provided the pin and leeward mark boat. Sally Deion found places for all visiting teams to stay, and Rick Thompson provided his house in Chester as the venue for the Thursday evening meet and greet. The social schedule included Friday evening hors d'oeuvres at the Chester Yacht Club and dinner at the Chester establishment Nicki's Inn.

Friday morning August 29th was the skippers meeting, followed by the draw for the boats. Each team sailed a different boat each day, and the Chester team was not allowed to sail their own boat on any of the days, so they drew first. Heavy north west winds with gusts to 28 knots restricted racing to the inner harbour in Chester and setting the start line and leeward gates was a lesson in heavy weather mark setting by a green mark crew. Depths in the harbour vary greatly and the start line ended up being set in ninety feet of water! Jay Hooper determined that the winds were too heavy for spinnaker use and it was exciting watching the teams get used to different boats in the strong winds. The former IOD World Class champion team of Peter Rugg and John Burnham from Fisher's Island, NY, got off to a great start. They favoured the left side of the course and ended the day with two firsts and a second to take a two point lead over the Nantucket, Mass team skippered by Bobby Constable. The San Francisco team skippered by Paul Zupan was in 3rd place. The repair boat was kept busy as heavy winds blew out the windows in several of the jibs and various pieces of gear were broken. A replacement jib was supplied to Mighty Mo which lead to a redress for the Bermuda team as the jib was smaller than the rest of jibs in use. Once ashore sail repairs of the jib windows were carried out under the supervision of sailmaker Phyllis Aschenbrenner, a team member from the North East Harbour, Maine team. IOD Squall had to be withdrawn from the completion and replaced with the dark hulled Enigma.

Fisher Island team's Reed Baer safely aboard Mighty Mo Day 3

Fisher Island team aboard Aileen, Nantucket teams aboard Elida and Mighty Mo, Day 2

Saturday brought south easterly winds of 10-15 knots, and the course was set in Mahone Bay with the signal boat moored south east of Quaker Island. This day the fleet flew their distinctive red and white spinnakers for the first time. The mark boat was kept busy moving marks to ensure a non-bias course setting for the three races that were held that day. In the first race Craig Davis of Bermuda was leading the race only to have his spinnaker halyard stuck while trying to bring it down at the leeward mark. Bobby Constable took full advantage of this mishap and won the race and the next two races putting him ahead of the Burnham/Rugg team by 2 points. Jay Nadelson of Chester and his team finished third in all three Saturday races.

The final two races on Sunday August 31st were held in the harbour of Chester so that Chester residents would have a great view of the teams competing on the water. This was to prove a match-racing duel between Fisher's Island team Burnham/Rugg

The International One-Design Class

The International One-Design Class was conceived to build, maintain and race a fleet of "One-Design Yachts, distinctive in appearance and performance, using one-design racing, and especially to develop the competitive capacities of both helmsmen and crews under the fairest and most equal conditions."

Dimensions

Length on deck	33'
Length on waterline	21'5
Beam	6'9:
Draft	5'4"
Sail area	438 square ft
Mast height	45'
Displacement	7120 lbs

North East Harbour aboard La Diva Day 2.

and Nantucket team Constable! The first race was critical for the Burnham/Rugg team as they needed to beat Constable to have any chance of winning the regatta. They successfully pushed the Nantucket team over the line at the start making them return to re-start the race. A tacking duel then ensued. However the Fisher's Island team got caught in traffic and lost their advantage over the Nantucket team and, try as they may, did not catch them as they slipped a further 2 points behind Constable. Even more exciting was when Reed Baer of Fisher's Island slipped off the foredeck on the lee side en route to the windward mark but was immediately hoisted back on board from the cockpit by the rest of the crew. The final race saw very tight racing with a number of lead changes. However, on the final downwind leg Burnham/Rugg were able to catch Constable and were leading him past the finish line when Constable jibed, a foul ensued and a protest was lodged. The protest committee determined that Bobby Constable was disqualified and Burnham/Rugg won the race.

O2 with San Francisco's Paul Zupan, Ghost with Nantucket's Bobby Cobstable, Mighty Mo with Bermuda's Craig Davis Day 1.

Despite this decision the final results did not change as both teams were allowed to throw out their worst score. Bobby Constable won the regatta beating the John Burnham and Peter Rugg team by only 1 point. There was indeed great racing from both these teams during the regatta. Third place was a tie between Peter McCausland also of Nantucket and Craig Davis of Bermuda.

For many of the visiting team members, the event provided them with their first visit to Nova Scotia and it provided members of the Chester IOD Fleet and its event organizers a better understanding of international competition in one-design.

When Rick Thompson was asked about his dedication to the IOD Fleet his answer was quite to the point; 'Your question about what boat I would race if I didn't race an IOD is a good one and I asked that question myself when I first came to Chester and was thinking about some fast "plastic fantastic" boat. However after a number of years I had not purchased anything until I saw the advert in Classic Boat magazine for Mighty Mo and at that point I realized that the IOD would be a great boat for Chester and in particular Mighty Mo which I had raced in Edinburgh many years before. I really don't know why I had been thinking about any other boat. •

More information about the Chester IOD Fleet
www.chesteriodfleet.ca

Signal Boat Miss Jenna.

The Other Virgin Islands

By Mark Stevens | Photographs by Sharon Matthews-Stevens

We've dropped the anchor in the northwest corner of Pillsbury Sound, hard by a channel bisecting two lush islands. Waters rush through the passage, lured by the beauty of St. John, an island that reclines in the afternoon sun like a Renaissance courtesan.

Our skipper today, Captain Wilson, knows these islands like the back of his hand. He should – he's boated here almost daily since 2008. "I will take you where you want to go," he promises. "I will show you what you want to see."

I've cruised the British Virgin Islands numerous times but I'm just getting my feet wet here. Today's the perfect introduction.

One St. John 'must-do' is snorkeling at Trunk Bay, rated one of the world's best beaches.

I pummel Captain Wilson with questions. "Best anchorages? Must-do beaches? Navigational hazards to watch for?"

He's a wellspring of information. I scribble notes furiously.

Our boat swings on its anchor line as we don our snorkel gear. The distant ridges of Tortola hover like mirages, painted campfire-smoke grey.

But they aren't waypoints on this float plan.

We're exploring the other Virgin Islands – the United States Virgin Islands.

Headline act is a tropical trio, though a multitude of islands and cays share these waters.

St. Thomas is cruise ship landfall, the archipelago's capital.

St. John is as different from St. Thomas as a sailor is from a landlubber. Two-thirds of the land is National Park; population is less than five thousand.

Despite the bustle of St. Thomas, even there are lazy afternoons on beaches like this one at Magens Bay.

St. Croix is laid-back and quiet – same population as St. Thomas but three times the landmass.

AN ISLAND OF BEAUTY

In their book, Exploring the Virgin Islands, Joe Russell and Mark Bunzel describe St. John as "one of the most beautiful islands in all of the Caribbean."

This may be an understatement.

Francis Bay, St. John. Early morning. The sun's crested over Mary Point, spotlighting Whistling Cay, casting its rays on a blinding white beach. Waters further out are royal blue and shimmering. Here they are lime and turquoise. A tropical forest rises up behind your stern, a smattering of villas perched on the slopes like mountain goats. There is an unbroken expanse of vivid green behind Maho Point.

It is as beautiful as any BVI anchorage.

Now dive off the stern into crystal waters. Go ashore and take a hike. Take a lot of hikes: two-thirds of this island is protected national park. March through unbroken forests, turn a corner and discover a perfect beach or the ruins of a sugar plantation.

Lash the boat to a mooring ball at Leinster Bay, overnight near Coral Bay. "Do dinner ashore at 'Skinny Legs'," says Captain Wilson.

Snug down on the north side of Cruz Bay just outside the channel and visit one of my favourite Caribbean villages. It boasts a beach bar called Joe's Rum Hut, pastel-painted shops with gingerbread trim, and a square replete with bandstand you share with roosters.

Moor off Trunk Bay and snorkel along an underwater trail beside a beach that's been rated among the world's best.

Or slice through sapphire seas in fair winds.

AN ISLAND OF BEAUTY (REPRISE)

Drop the hook off Great St. James Island in "Christmas Cove".

Gaze through the lifelines at an undulating green promontory with rock formations that show like sculptures, cactus-studded hills.

But it's the underwater delights that earn Christmas Cove a place on the list of beauteous islands.

Sandy bottom. Perfect visibility. A sea turtle, mere metres from your snorkel mask, ascends gracefully from the sea floor. His snout breaks the surface; he floats suspended for a moment, then he dives.

A cloud of sand is stirred up twenty feet below you: a stingray appears. Another ray rises up, flapping its wings like a bird in flight.

Now you cast off, headed for more islands of beauty. A spotted ray breaks the surface, glistening in the sun.

Beauty in motion.

Now you discover Lovango Island, snorkeling over prime specimens of star and brain and Elkhorn coral.

You make for Hans Lollick Island, for an overnight anchorage and an early morning visit to Coconut Bay. "Amazing beach, hikes with great views," says Captain Wilson pointing at it on the charts. "Best yet, it's isolated."

All well and good – unless you're looking for nightlife.

That's where St. Thomas comes in.

On a beam reach for bustle. Racing on an OnDeck boat, headed for Charlotte Amalie.

A BEAM REACH FOR BUSTLE

Three years ago we visited the USVIs for the St. Thomas International Regatta, one of the Caribbean Circuit's premier races.

One day we cut west out of St. Thomas Yacht Club in perfect easterlies. A few boats heeled behind us, more were dead ahead.

Our craft that day was a serious Farr 65, courtesy of OnDeck Sailing (available packages include race training, each race in the regatta and the option of either staying aboard or ashore).

I ground winches, back straining. I watched the scenery gliding by ever more quickly, but not quickly enough. We passed hotels reclining on the shore; we nosed through the lateral buoys marking Scorpion Rock and Rohde Bank, heading up and hardening the sheets.

We were on a beam reach for bustle.

Three towering cruise ships lurked off our starboard beam, houses and buildings of Charlotte Amalie cast helter-skelter over green slopes dead ahead, past a mega-yacht marina and an explosion of shops, restaurants and bars housed in historic buildings.

But we were not bound for shore. We were pointing at a race marker deep in the inner harbour. It was a race we were losing even as the crew tweaked sails.

But that seems to matter less here than it does on Wednesday race nights back home. And St. Thomas Yacht Club, with its red tile roofs, is well stocked with Caribbean brews.

Besides, Charlotte Amalie (though invigorating) probably boasts too much bustle for the average boater.

Red Hook, in the east, is a great compromise. Still bustling, to

Perfect waters for sailing are found north of St. John.

Every sailor who makes it to St. Croix has to visit the Cruzan Rum Distillery.

be sure, but fewer people, if an impressive list of amenities; great restaurants, even greater bars, provisioning opportunities galore.

And it's located in Vessup Bay, a pretty if busy cove. Overnight at American Yacht Harbor and cast off first thing in the morning for some serious passage-making.

Discovering, at the end, another other Virgin Island.

ANOTHER OTHER VIRGIN ISLAND

St. Croix, the third member of this tropical triumvirate, is roughly thirty-five nautical miles from her siblings, almost always a beam reach. It's either a fun romp or a lumpy ride in three-to-four -metre seas.

You should only consider it on a ten-day or two-week charter. "Allow a minimum of three days," write Nancy and Simon Scott in their Cruising Guide to the Virgin Islands. "One to sail there, one day to sightsee and one to sail back."

It's that middle day that does it for me.

Take a Cruzan Rum distillery tour, stroll Christiansted's historical downtown with its fascinating eclectic array of architecture where Denmark meets the Caribbean by way of France, England and Holland; check out the mustard-coloured fort dominating a gorgeous harbour inside a nasty reef. Head west to a somnolent but equally historic village called Frederiksted, boasting its own fort – this one cherry-painted.

Visit the site where Columbus and Amerindians first clashed, climb towering hills through rainforests to discover views that will take your breath away. Stroll along beaches you can call your own.

Watch a pig drink a beer.

Even if you choose not to make this passage you should still consider a visit to St. Croix.

If not now, then next time, when you choose to embark on yet another voyage.

Another voyage to the other Virgin Islands. •

Float Plan

- **For more information on visiting the other Virgin Islands go to www.visitusvi.com**
- **If you're a cruiser of a different sort (or even more lubberly) but still want to hit the water, check out www.islandwilson.com for a fantastic day (or half-day)**
- **Go to www.cyoacharters.com for both skippered and bareboat charters originating in St. Thomas.**
- **Island Yachts – out of American Yacht Harbor –offers a fleet of Island Packets for skippered or bareboat options. www.iyc.vi**
- **To book a berth for the St. Thomas International Regatta (March 27-29) go to www.ondecksailing.com**

Elegant Custom Yacht Construction in a More Popular Size

By Andy Adams

It was a particular pleasure to visit the home of Neptunus Yachts in St. Catherines, Ontario to review their new Neptunus 55 Express because for many years, this builder served a high-end clientele who generally kept their yachts down south. Seeing a Canadian-built Neptunus in Canada was at least a bit uncommon. Also, their yachts have been mainly in the larger sizes – up to 80 feet and there have been limited facilities in the Great Lakes for such a big private vessel.

Today, the Great Lakes Canadian market for larger boats is strong and the facilities are being built for the growing number of owners with yachts over 50 feet. Addressing this market, Neptunus introduced their 55 Express in the summer of 2014.

We toured their facilities first and saw this 55 in it's final stages of completion before its launch, then later returned to run it with Neptunus' Managing Director, Jan Willem De Jong. He also took us on a tour of another Neptunus, this one a 72 Motor Yacht that was being built. It's a spacious facility and seeing their craftsmen and technicians at work was quite impressive. These are not production boats; they are what they call semi-custom and are built one at a time with the future owner being given a wide range of choices in materials and finishes.

When you are buying a million dollar yacht, you want it to meet your expectations in every way!

Also, as soon as we went onboard, we could sense and feel that this boat was built to yacht standards. It's not just the handsome design or features like the imposing door to the lazarette. All the hardware is polished stainless, massively sized and perfectly suited to the task. There is a special feel to the Neptunus. This is not a big boat from a boat builder, it is a 55 foot yacht from a yacht builder.

The test 55 Express was equipped with some of the more elegant options. The swim platform is equipped with a hydraulic lift and all the aft decking and cockpit are done in hand-laid teak strip; no synthetic materials here. Side decks are wide and the railings are big and high. You can easily get around this boat.

Stainless steel gates enclose the port and starboard transom steps. The cockpit features a sweeping aft seat with a

PERFORMANCE

ENGINES:
Twin CAT Marine C 12 ACERT diesels, 6-cylinder inline with turbocharging and aftercooling, 12 litre / 732 ci producing 700 hp each. Shaft drive with prop pockets. ZF JMS Joystick Manoeuvering System with iAnchor control, upgraded 25 hp proportional hydraulic thruster system.

SPEEDS:
25 Knot Cruise
29 Knot Maximum

SPECIFICATIONS

Length:	55'1" / 16.76 M
Beam:	15'7" / 4.57 M
Displacement:	50,000 Lbs / 22,679 Kg
Fuel Capacity:	750 Gal / 2839 L
Water Capacity:	160 Gal / 606 L
Waste:	120 Gal / 454 L
Price As Tested Usd:	$1,673,550.

Test boat and price provided by Neptunus Yachts, St. Catherines, Ontario. www.neptunusyachts.com

The burled wood finish at the helm is quite impressive, but so is the spacious layout with companion seat and chart area to starboard.

dining table and there are huge storage lockers here, a sink in a cabinet and space to have an ice-maker. On the starboard side is an iAnchor docking station that works with the ZF Joystick Manoeuvering system. The test boat had a 25 hp proportional hydraulic thruster like larger yachts – serious power for docking in high winds!

There is perimeter LED pinpoint courtesy lighting around the side decks and under the cabin overhang. Forward you find the Lewmar windlass and massive anchor as well as a foredeck tanning area.

Then, back in the cockpit, the saloon is accessed through a massive Trend Marine sliding stainless steel door that latches open for safety. You step into an elegant living space with a large u-shaped seating area to starboard and to port, a large cabinet that includes a concealed HDTV on an electric lift.

Most noticeable was the magnificent dark-stained cherry wood furniture with blonde finished burled wood tops. The high-gloss cabinetry is simply stunning and the burled finish is carried throughout the interior across the helm area, down into the galley, lower salon and dining area and into the cabins.

The galley is visible in this shot of the dining area with it's high-gloss cabinetry and plush upholstery. Notice the light coming in from above.

No detail is missed. Even the big HDTVs are mounted in matching custom cherry frames. The décor is not dark however. In fact, the Neptunus 55 Express has big areas of cabin glass, white wall panels and headliner and the huge windshield is open ahead of the helm to the lower deck. Natural light just floods down.

A funny thing is that I didn't realize the sunroof was open the whole time we were running the boat. Jan had opened it and the boat was so quiet, we didn't notice!

The helm is very spacious and laid out for extended running with side by side Pompanette seats that feature a wide range of adjustment for comfort. Three enormous wipers keep the windshield clear and the test boat's dash area included a Raymarine 12" E-Series touch screen display, twin displays for depth / speed and autopilot and even engine room and cockpit cameras. The wheel is on the centerline and the companion seat is by the chart locker with space for the navigator to really roll it out.

This is an impressive big yacht but it's easy to run. The Joystick docking takes the drama out of close quarters manoeuvering and the twin Cat C12 ACERT electronically controlled diesels are smooth and powerful at all speeds right up to the 29 knot maximum. The 55 Express is intended to cruise at 25 knots, nicely planed off and with each engine burning 26.4 gph. That's very good for such a big vessel. The 55 Express displaces 50,000 pounds yet the power assisted hydraulic steering is precise and effortless and the hull tracks unerringly. Long distances are not a strain.

Of course, you'll want something to eat when onboard and the galley down layout includes an expanse of Corian counter top with a four-burner cooktop

This is just a part of the bright and beautifully rigged engine room.

by AEG, a convection microwave with oven to really cook a grand meal, side-by-side refrigerator and freezer, double sinks and abundant storage for dishes, cutlery, etc.

Opposite is the dinette with u-shaped seating, another gorgeous cherry and burled wood table and the two port holes here are enclosed by more cabinetry for storage of all your loose items. Our test boat had the optional electronics package with Bose surround sound, big sub-woofers hidden in the seat bases and an HDTV screen in the dining area.

The guest stateroom is forward with a queen island berth, four port holes, a generous amount of storage space and this has separate access to the day head.

Aft is the master stateroom and it's full beam with his and hers dressers, hanging lockers and optionally, four large opening ports that bring in loads of light and fresh air. Like the day head, the master head has an enclosed shower, bowl sink, elegant fixtures and a very tasteful basket weave pattern tile floor.

Everywhere you look the Neptunus 55 Express has an impressive level of fit and finish but perhaps the yacht level of quality and equipment is most obvious in the bright white engine room where the rigging is clearly top notch.

Given the price, the Neptunus 55 Express is not for everyone but for those buyers who really appreciate quality and the personal touch in all aspects of ownership, this is a yacht you should see in person. •

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Exquisite Workmanship and Attention to Detail

By Katherine Stone
Photos by Penny McLaren

After a week of overcast skies and no wind, I was pleasantly surprised and relieved to see the clouds lift, the sun come out, and the breeze come up for a beautiful sail off the shores of northern Lake Ontario on the functional, solid, and very reliable Delphia 31, showcased at North Lakes Yachting, Inc. in Mississauga, Ontario. Owner and president, Slavek Kroliklewicz joined me, along with photographer, Penny McLaren for a stunning sail in lovely 8-10 knot breeze. Slavek is passionate about these boats because of their exquisite workmanship and attention to every detail, down to the stainless steel rather than plastic holding tanks, and use of finished marine plywood in their craftsmanship.

Two brothers, Piotr and Wojciech Kot launched their idea of building a boat in their garage. Unlike Rod Johnston, their garage was 27 feet long, instead of 24. They were delayed in completing the boat, and were unable to get into the Euopean boat show in January, so were outside in the cold with parkas to promote their new creation. Not only did they sell their prototype, they received orders for five more boats, to commence the Sport Lake line of watercrafts. The shipyard was then opened in 1990 in the northeast corner of Poland in the town of Olecko. In 2002 they rebranded the boat line. Their father had travelled to Philadelphia and liked the city so much, they shortened the name to christen the boats they manufactured to Delphia. They have no loans from the bank, no shareholders, no deficit financing, and a long stable management team – it is truly family owned and operated. They employ 500 local craftsmen and workers to produce 2300 boats/year (rough-

Katherine Stone and Slavek Krolikiewicz.

SPECIFICATIONS

Fix Keel - Long		
Centreboard weight	wheel	
Keel Type	Long keel	
Length overall	9.85 m	32.32 ft
Hull length	9.48 m	31.10 ft
Beam	3.40 m	11.15 ft
Draft	1.85 m	6.07 ft
Total weight	5,100 kg	11,244 lbs
Ballast weight	1650 kg	3638 lbs
Motor type	inboard	
Engine (max)	30 HP	
Tank capacity	100.0 l	22.0 gal.UK
Water tank	150.0 l	33.0 gal.UK
Holding tank	47.0 l	10.3 gal.UK
Main sail area	23.00 m^2	247.57 ft^2
Genoe area (fock)	22.35 m^2	240.57 ft^2
Category CE	A-6	
Designer: Andrzej Skrzat		

every inch of space is used for storage.

ly 80 %power/20 % sail) and they won't make a boat unless they sail it first.

The Delphia 31 is built to last, surviving roll overs and rocks, the boat comes away without structural damage. Designed by Andrew Skrzat, the boat comes with so many options, that you end up with a custom-designed boat for the price of a "box boat". The interior offers five different wood colours of beech, cherry, walnut, teak, or mahogany. Full length grab rails and other hand holds throughout the cabin provide for safety, comfort, and stability. The panoramic windows allow natural light to flood the cabin that can easily accommodate six adults for sleeping and eating. The cabin height of 6'4" also takes into account the length of the berths to sleep people of these heights! The backs of the settees even come off to provide wider, fully cushioned berths in the salon. Everywhere your eye rests, corners and surfaces are finished with craftsmanship. Storage is abundant throughout, not only under the settees, but also under the v-berth. Grills are found throughout the cabin to ensure good ventilation in areas that might attract mildew. LED lighting is regulated with switches on the cabin top. Separate switches for the engine and house batteries, allow you to start the engine on the house battery in an emergency. The salon ceiling hatch is equipped with both a screen and sun shade that is recessed into the cabin top.

The compact galley has oodles of storage, gas or electric two burner stove and oven, 75 L fridge, and seven options for the countertops from a HPL composite material to Corian, to ensure they resemble your own home kitchen. The marine head is equipped with a shower that pulls up from the faucet and a 150 litre fresh water tank that is above the water line.

Cooling air fans inside the cabin are installed at the factory in Poland, so that no cables are visible, along with any other custom requests. Even wires running inside the Seldon mast all meet at the base of the mast on the cabin ceiling which is accessible from inside the salon.

All Delphia boats are made of closed cell rigid foam (Airex) in a sandwich construction of vinylester gelcoat for more durability, like that of ocean racing boats which allows them to be lighter, stronger, and safer. The aluminum toe rail is constructed into the hull for strength and safety. All their yachts are certified Open Ocean by the European Union Standards, Germanische, Lloyds, and Transport Canada.

Moving topsides you will find that the cockpit door comes off and stores on top of the companionway. Teak laid cockpit seats and flooring add nice

Finely appointed galley with Corian counters.

Gennaker is easy to launch.

warmth to the self-draining, generous cockpit with a small swim platform and liberal size lockers. Harken self-tailing winches make for easy sail trimming. Rather than sheet bags, Delphia uses smart rubber hooks and hangers to keep your lines tidy and off the cockpit floor. The dodger folds down easily and is a breeze to put back up with easy rubberized loops rather than snaps to hold it in place.

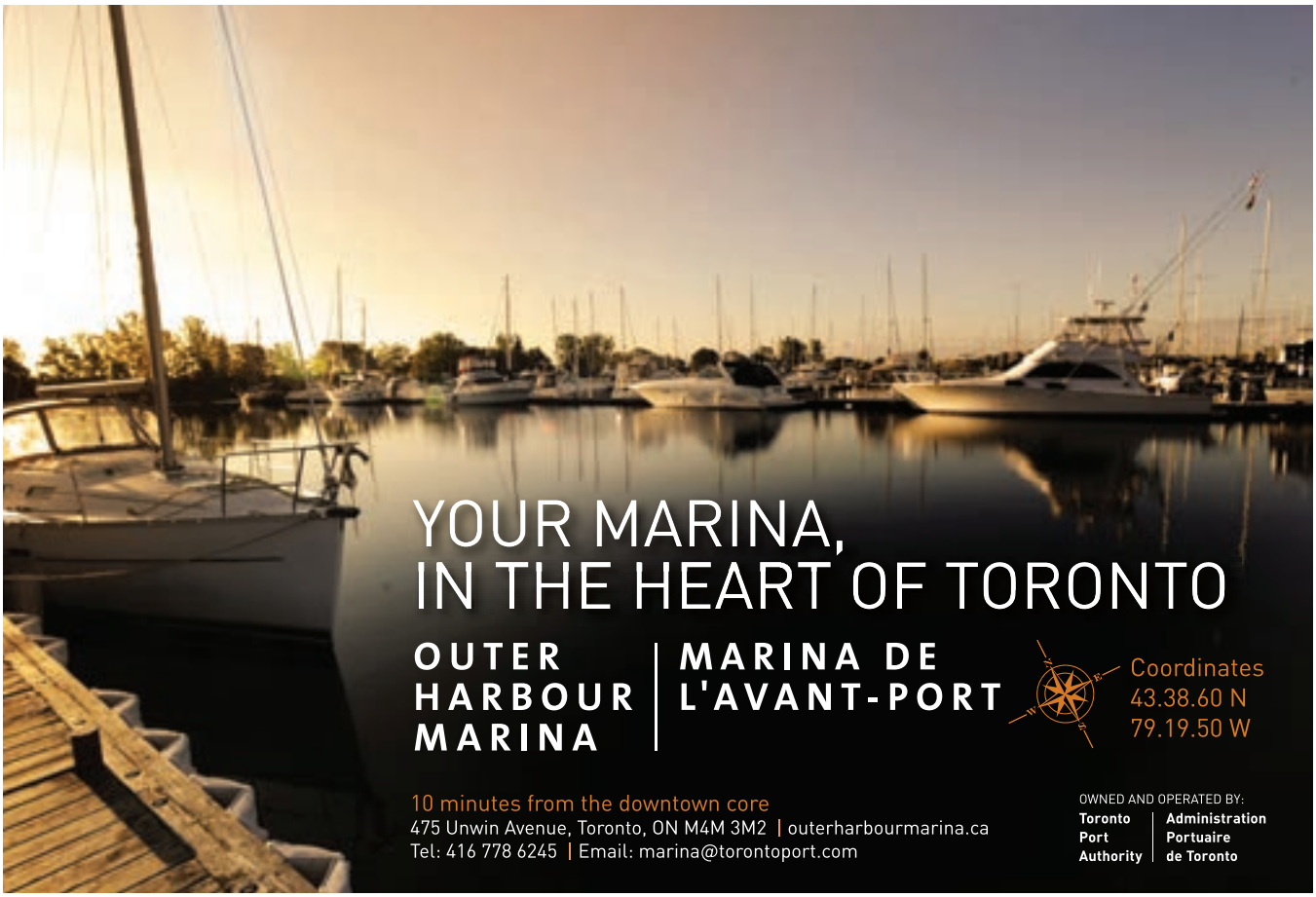
The rack and pinion steering is made by Jefa (Danish) and when under motor is powered by an 18 HP Volvo Penta engine that feeds on a 100 litre diesel tank. Starting your engine only requires a push of a button, so your keys are one less thing you can forget! You can chose from a shaft or sail drive, although the prop wash certainly is reduced with the sail drive.

Keeping with options theme, although the model found at North Lakes Yachting has AGM batteries and BEP electrical systems, you may wish to opt for Raymarine or Garmin. The keel is available in two types of swing keels for sailing in smaller lakes or a fixed 6 foot cast iron keel for blue water sailing. Although the jib is self-furling, you may wish to have a self-furling main or a fixed main. Elvstrom sails made in Poland complete the sail-away package. Would you like to go through locks and under bridges – they also have a mast lowering unit available!

This compact family/classic/modern cruiser was built on principal and the Kot brothers stand by their principals. I think that is why Slavek really enjoys doing business with them and you will too. The sail-away package has everything including an electric windlass with remote control, gennaker, bow sprit, customized dodger/bimini and safety package, so you literally CAN sail it away from the dock for $165,000 Canadian. With the dependability of working with the largest builder of luxury yachts, between 7-15 metres in length, in Poland, it is easy to see why they won the 2012/2013 European Open Transom Boat of the Year award. •

For more images of the Delphia 31 visit www.CanadianYachting.ca

CHARTER



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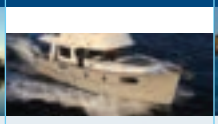
2011 Mainship 395 Trawler
$ 309,000

A stylish cruiser with classic trawler lines and a good turn of speed.
A very roomy boat inside due to her 14-foot, 2-inch beam, both staterooms include double births.

2014 Beneteau Swift Trawler 44

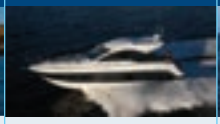


In stock! Built for long distance sailing, the ST44 is a boat with endless possibilities. She is at home on all waters and promises to make each destination an extraordinarily colourful stopover.

2014 Beneteau Swift Trawler 34

In stock! Beneteau's Swift Trawler 34 is a stunning combination of everything that contributes to the joy of cruising with the comfort and performance of a much larger yacht.

2014 Beneteau Gran Turismo 38



In stock! This GT 38 is powered with twin Volvo diesel 300 HP stern drives and equipped with a Volvo Joysitck for ease in handling. The Air Step Hull gives her exceptional performance and planing **speed.**

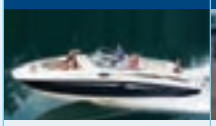
2006 Rinker 320 Express Cruiser $ 74,900

A very special boat...

Stylish, well-equiped solid cruiser in fantastic condition!

She comes with a bimini top and full camper back!

2011 Sea Ray 280 Sundeck
$ 69,500



Sea Ray's 2011 280 Sundeck brings the nimble handling to the water, but her main attraction is probably how well she handles long days on the lake.

2006 35' Regal 3360 Window Express $ 109,900

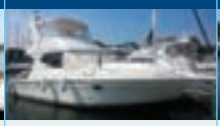
Low hours, loaded. Very clean. Bowthruster - Generator - A/C - Radar - Cockpit fridge - Full canvas cover & cockpit cover.

Bring all offers!

1999 Sea Ray 630 Sundancer
$ 399,989

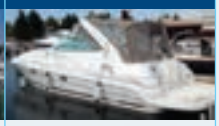
A great opportunity to own a very large boat at the fraction of the cost! Many upgrades done this year - flooring, new engine. Space to entertain 15+ guests for a day on the water or a floating condo to live on!

2006 Silverton 34 Convertible
$ 164,900



Price reduced! One owner. Fresh water only. One of the cleanest in the market. Cherry wood interior, twin A/C and heater, Kohler 7.3 kw generator, floor lights, wet bar/fridge, custom-made winter cover.

2002 Doral 360 SE
$ 98,500



Fully-loaded recent model has all of the comfort amenities and luxurious finishes boaters have come to expect from Doral. Radar, Chart plotter, she's ready for the weekend floater or serious boater.

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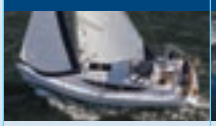
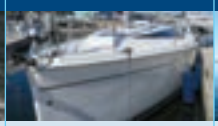
2014 Marlow-Hunter 33
The latest from Marlow-Hunter!



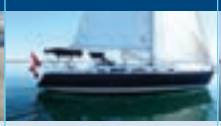
The MH signature window line gives this yacht a sleek feel. A wider beam further aft as well as a more profound bow hollow provides a longer dynamic waterline — and more speed.

2015 Marlow-Hunter 37
In Stock!



Where luxury meets performance!
Stunning cruiser that is larger than any of her competitors and by far the largest volume sailboat on the market under 40 feet.

2010 Sabre 386
$ 325,000

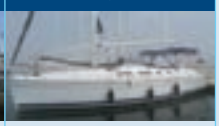


Athena Blue (Goddess of wisdom and war) suits her perfectly as she is built to the highest of standards and quality. This Sabre 386 was commissioned in spring 2012 and it is a FRESH WATER boat only!

2002 Hunter 410
$ 139,000

The Hunter 410 combines ease of sail handling with a level of comfort and safety that is unmatched in the 40' range. This fresh water 410 has been lovingly cared for and is in Bristol condition.

2008 Hunter 41 AC
$ 199,900



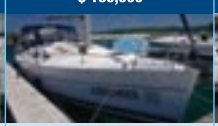
A single owner, turnkey boat that has always been on the Great Lakes.
Only 182 hours on the engine and very clean, big boat features in a compact and well laid out plan!

2015 Dufour 410
In stock - new arrival!

The latest from the design group of Felci Yacht Design and Dufour Yachts comes the stunning Dufour 410.

In stock and available to view!

2005 Hunter 44
$ 189,900

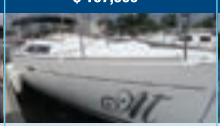


Looking for a "Turn Key" boat that has been lightly used and ready to go? The AC sports the same layouis as the DS (Deck Saloon) 44 however with a much more streamlined coachroof.

2012 Dufour 445 GL
Demonstrator discount!

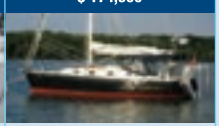
This 2012 Dufour 445 is the last in our inventory and is being offered at substantially below retail and at a dramatically reduced inventory clearance price!

2009 Beneteau 37
$ 167,900



A modern sailing vessel that is roomy and "Quick on its feet". Fresh water vessel located in the GTA, the Beneteau 37 has a roomy v-Berth as well as a spacious salon.

2005 Tartan 3400
$ 174,900



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T-MERCRUISER 7.4L HORIZON
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2009 Sea Ray 60 Sundancer
$999,000 US
T-Man V10 1100 CR Diesel
Contact: Ryan Wheeler

2012 Robalo R305 Walkaround
$155,000 Firm
Twin Mercury 300hp Verado's 50hrs
Contact: Pride Marine Group

2000 Cruisers Yachts 3575
$99,900
T-MERCRUISER 7.4L
Contact: Bob Hopkins

2003 Meridian 381
$159,000
T-Merc 8.1L Horizon
Contact: Jerry Haggarty

2001 Sea Ray 560 Sedan Bridge
REDUCED 10K now $369,000 US
T-Caterpillar 3406E 776hp
Contact: Kevin Marinelli

1980 Custom Aluminum Trawler Yacht
$99,900
T-Caterpillar 3208
Contact: Bob Hopkins

2011 Meridian 541 Sedan Bridge
$699,000 US
T- QSM11 715HO Zeus
Contact: Ryan Wheeler

2003 Maxum 3700 Express
$99,900
T-Mercruiser 8.1 Horizons
Contact: Jerry Haggarty

2009 Meridian 391
$359,000
T-Cummins 425hp
Contact: Kevin Marinelli

1997 Maxum 3006SRC
$39,900
T-Mercruiser 5.7L
Contact: Bob Hopkins

2002 Sea Ray 380 Sundancer
$139,900
T-Mercruiser 8.1 370hp
Contact: Ryan Wheeler

2001 Sea Ray 540 Sundancer
$349,000
T-Caterpillar 660 HP
Contact: Jay Sproul

2010 Sea Ray 310 Sundancer
$119,900
T - Mercruiser 300hp
Contact: Jay Sproul

2008 Rinker 420 Express
$217,000
T- Mercruiser 496 MAG HO Bravo XR
Contact: Kevin Marinelli

2010 Sea Ray 350 Sundancer
$249,900
T-Mercruiser 377MAG 320hp w Axius
Contact: Jay Sproul

2005 59 Marquis
$799,000
T-MTU Diesel Series 60 825hp
Contact: Ryan Wheeler

2010 Sea Ray 540 Sundancer
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As the little girl climbed onto Santa's lap, Santa asked the usual, "And what would you like for the Holidays?"
The child stared at him open mouthed and horrified for a minute, then gasped: "Didn't you get my Facebook message??!!"
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Specialty Yachts is very pleased to welcome Brenda Doherty to its sales team. Brenda brings to Specialty and our customers an adventurous spirit, a lifelong passion for the sea and an extraordinary enthusiasm for people and their stories. Never one to call herself a landlubber, Brenda grew up cruising the local waters of BC and Washington and her father was one of the founding members of the Crescent Beach Yacht Club. Brenda has always excelled in her career in sales which for her has spanned the globe...and initially by boat of course! Brenda spent a number of years on cruise ships in a sales capacity, followed by automobile sales and the last many years in real estate, both local and international. For Brenda, the sale is really just a small part of the more important personal goal to share with her customers her enthusiasm and commitment to building relationships and providing extraordinary customer service.

2003 HUNTER 420 SALE PENDING

2004 BOSTON WHALER 320 OUTRAGE $94,900

2006 HUNTER 45CC $229,000

1993 HUNTER 40.5 $89,900

2012 HUNTER 39 $219,000

2004 HUNTER 33 SALE PENDING

2008 HUNTER 31 $87,900

2007 HUNTER 36 SALE PENDING

1980 C&C 45 $79,000

2008 HUNTER 38 SOLD

2008 HUNTER 36 $139,000

2005 HUNTER 44 AC $186,500

ALSO LISTED: 1979 MAPLE LEAF 42 $92,000

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Elettra III
1962 - Steel Yacht
2 x Gardner L-6-B Diesels
85'0" x 20'0"
Reduced to $395,000(USD)
Stock# WS4453

Free Spirit
1985 - Marine Trader
2x 150 hp Volvo TAMD 40B Diesels
42'6" x 14'1"
Reduced to $99,900(USD) Offers
Stock# PF4279

Whistler's Daughter
1967 - Classic Sloop
20 hp Albin Diesel
37'6" x 10'0"
Reduced to $64,000(CAD)
Stock# SW1339

Banshee
1999 - Northsea Trawler
300 hp 855 Cummins Diesel
58'0" x 19'0"
$599,000(CAD)
Stock# PS4408

Northern Monarch
1941 - Carvel Built
855 Cummins Diesel
58'0" x 0'0"
$200,000(CAD)
Stock# PW4473

Charlotte Princess
1956 - Charter / Camp Vessel
Fairbanks-Morse Model 31A8-M
122'0" x 30'7"
$450,000(CAD)
Stock# PS4460

Claudia M
1953 - Monk Sunliner
2 x 135 hp Perkins Sabre Diesels
38'8" x 12'5"
$75,000(CAD)
Stock# PW4421

Aluminum

PA4465 2001 28' Almar - 300 hp Cummins 6BTA Diesel $149,000
PA4202 26' Underwoods Welding - 2 x 225 hp Suzuki O/B's $168,000
WA4457 2014 26' Landing Craft - Suzuki 300 hp O/B $89,000
WA3792 26' - 50 hp Yanmar Diesel $189,000
PA4459 1999 25' Custom Fishing Machine - Yamaha 225 hp O/B 49,000

Fiberglass

PF3594 1988 57' Fipa Italiana Yachts - 2 x Detroit 8-92 Diesels $299,000
PF4059 1972 53' Hatteras - 2 x 350 hp Detroit 8-71 Diesels $122,000
PF3820 1990 42' Cruise -A -Home Marine Corp - 2 x GM 7.4 l Gas $79,000
PF4094 1973 40' Tollycraft - 2 x 330 hp Chrysler 440 CID Gas $29,900
PF4440 40' Willard - 118 hp 4-71 Detroit Diesel $253,000
PF4044 1998 38' Lamotte - Volvo Diesel $85,900
PF2123 1981 36' Chung Hwa Shipyard - 155 hp Volvo TMD 4OA Diesel $79,000
PF4436 1998 36' Silverton - 2 x 360 hp Mercruiser 454 MPI Gas $79,900
PF4469 1960 36' Kenneth Metchosin - 6 cylinder Perkins Diesel $163,900
PF4451 1979 34' Tollycraft - 2 x 350 hp Mercruiser Gas $27,900
PF4369 1969 33' Hiptimco Marine - 76 hp Perkins 4-236M Diesel $15,900
PF4055 1989 33' Farrell Hull/Fibo Boats - 2 x Volvo AD 41A/6 Diesels $49,500
PF4182 1981 33' Chris-Craft - 2 x 340 hp GMC Gas $16,000
PF3603 1989 32' Cruisers - 2 x 340 hp Mercruiser 7.4 l Gas $26,995
PF3613 1981 32' Barrie Farrell - 210 hp CAT 3208 Diesel $26,000
PF4347 1991 31' Bayliner - 7.4 Mercruiser Gas $49,900
PF4458 2006 30' Grady White - 2 x 250 hp Yamaha O/B's $135,000
PF4447 1988 30' Hunter Marin - 240 hp Chev 350 C.I.D. Gas $20,000
PF4371 1981 28' Fiberform - 330 hp Chevy Marine 454 CID Gas $16,400
PF4210 1985 28' Fairline / Trailer - 2 x 220 hp 6 Cyl. BMW Gas $24,000

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PF4286 2011 28' Glastron - 300 hp Mercruiser Bravo III 350 Gas $69,900
PF3598 1970 27' Silverton - Mercruiser 7.4 l Gas $21,000
PF2917 1999 26' Seaswirl - 225 hp Mercury Optimax O/B's $33,900
PF4438 2004 26' Osprey - 288 hp Volvo 5.7 liter Gas $90,000
PF4475 2008 26' Commander - Volvo D4 300 .....$149,000
PF4439 1999 24' Robalo - 2 x 150 hp Mercury O/B's $37,900
PF4411 2000 20' Campion - 190 hp Volvo 4.3 GL Gas $20,000

Sailboats

SF3602 1974 53' Skookum - 75 hp Volvo Penta MD42A Diesel $250,000
SC4478 1975 48' Ferro Concrete Sloop - Deutz 23hp $34,900
SC4445 1978 47' Samson Design - 60 hp Mercedes OM-621 Diesel $34,500
SS4153 1974 45' Pilothouse Ketch - 3-53 Detroit Diesel $28,500
SS4348 1991 45' Metal Boat Builders - 60 hp Isuzu Diesel $36,500
SF4373 1969 43' Columbia - 47 hp Perkins 4-108 Diesel $75,000
SF4466 1973 43' Columbia - 36 hp Westerbeke 4-107 Diesel $27,000
SW4428 1964 42' Fredette Ketch - 29 hp Perkins M30 Diesel $27,000
SC4015 1975 40' Perry Design Offshore Ketch - 50 hp Perkins 4-108 Dsl $48,000
SF3687 1977 36' Tayana - 35 hp Yanmar 3HM35F Diesel $69,900
SS4446 1983 34' Dudley Dix - 20 hp Bukh DV20 Diesel $66,000
SF4356 1975 32' Bayliner Buccaneer - 36 hp Volvo MD3B Diesel $22,000
SF4398 2000 30' Lancer - 15 hp Yanmar Diesel $12,500

Wood

PW4477 1923 85' Young & Gore - 600 hp Caterpillar D397 Diesel $30,000
PW3491 1961 46' Bel-Aire Shipyard - Detroit 8V-71 .....$55,000
PW3897 1964 38' Chris-Craft - 2 x 225 hp Crusader V-6 Diesels $15,900

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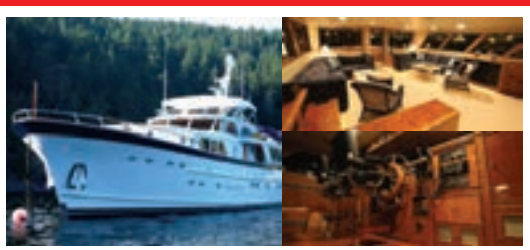

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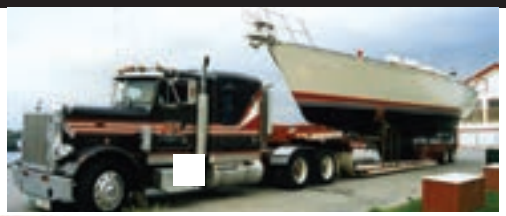

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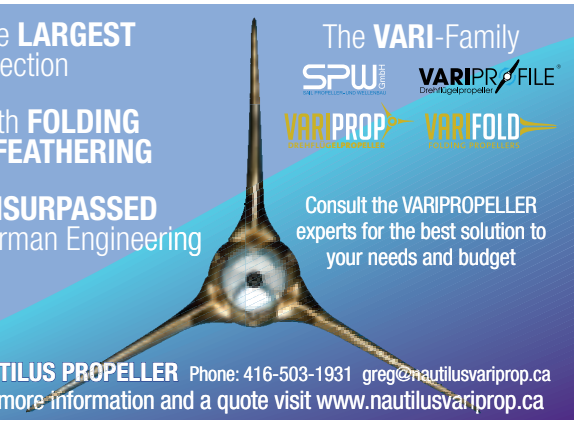

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The **Miracle** that is **Wednesday Night Racing**

By John Morris

DATELINE: WEDNESDAY

Discovery Network has missed it. Where is David Suzuki's interpretation of one of humankind's greatest natural achievements? Nowhere. When will the MPs rise in Parliament to praise this amazing institution? Never.

Yet, today is indeed Wednesday and one of the most intricate processes of the human condition has already begun. And I am part of it!

I rise, shower (etc.) and greet a glorious morning. I select my shorts – comfortable and sturdy enough for grinding yet bold and fresh in order to lift the spirits of my skipper. Regatta T-shirt, perhaps something funky and weather worn or something a little more crisp, a freshly ironed Henley. Yes, that's it, with a little wreath on the pocket to add just a hint of graciousness.

While I am readying my day, I can speculate that many more people are doing the same. My pal Jamie is a much earlier riser than I and is already hard at work seeing clients, preparing estimates and guiding the team who create the architectural products he designs. But on the jobsite, out of the corner of his eye, he sees a poplar bend in the wind and his automatic weather integration senses are activated. It's 10 now, the thermal is coming on, Intellicast calls for 12-15 from the SW. 'Hmmmm- if there's gusts, maybe we should use the number 3,' he ponders, "Yes, Mrs. Rosenthal, we will have the project completed before the holidays," he smartly returns to the moment.

Across town, Miranda, our enthusiastic race committee convener is spending today teaching calculus to a class of slack eighth graders, only one of whom is paying any attention at all. They are variously texting covertly, peering out the window and sleeping since their bio-clocks are still on snooze. Yet Miranda continues blithely on, drawing weird symbols on the board and explaining them meticulously to tomorrow's doctors and scientists who will realize that vital information has gone in one ear and out only when next spring and exam time arrive.

Between board annotations Miranda uses her razor mind to calculate tonight's course. 'If the wind stays around 225, we can anchor at zero and head to mark 5. Yes!' she cheers quietly to herself.

Around 1 pm, Lee winds up a Skype with a client in Leeds and realizes that he is entirely out of snacks for the crew tonight. The beauty of the morning conspires with the munchies shortage and Lee calls it a day for this Wednesday. 'There will be plenty of time for work in November,' he correctly observes and grabs his fleece and sailing gloves as he heads out the door.

As you will observe on figure A, there are several time and distance loci at play here as nature gently spreads her web across the whole city and draws the participants inexorably toward their dock slips. The pattern echoes the natural pattern of a thistle or the wings of a butterfly. Nature is indeed stunning.

Way over in the west end, Phil stops by Fogh Marine for a fresh can of McLube. 'Today's the day,' he smiles proudly to Farhanaa who carefully places the can into a paper bag and hands it to him, smiling warmly. In Mississauga, Cat slips her deck shoes out of her bag and throws her work boots under her desk, and hops into her Aston, heading for the club. Richard finishes a healthy snack, readying his body for the task ahead.

With the rhythm of Nature's magic oscillating, the cars, bikes and transit riders converge simultaneously as 5:30 clicks on 100 assorted smartphones (which the ones who are driving don't look at of course, but intuitively feel.)

Miranda boards the RC boat with a smile and a blush. Richard eases it authoritatively away from the dock. Hails of 'cast off' and 'toss the pretzels in the cockpit' ring in the air as the fleet heads off the dock with a compelling unison that none understand but all know perfectly.

At 6:25 with the precision of the rising of the moon or the simultaneous flow of a million maple trees releasing their sap, 32 boats arrive at one place, at one time, with one goal. It is the marvel of a Wednesday night unfolding as part of the universe. The P-flag is raised, the gun goes off, Mother Nature smiles. •

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