

CANADIAN

Yachting



**BOAT SHOW
EDITION**

Game Changing
DESIGN INNOVATIONS

February 2015 \$6.95 CDN



CANADIANYACHTING.CA

Don't just read about sailing on social media...

SAIL

and write something to read.



www.marlow-hunter.com



*Taking over forty years of boat building
experience to a whole new level.*

CANADIAN YACHTING February 2015

PUBLISHER Greg Nicoll
877-620-9373 • gnicoll@kerrwil.com
MANAGING EDITOR Andy Adams
416-574-7313 • aadams@kerrwil.com
ASSISTANT EDITOR Terri Hodgson
705-527-7666 • thodgson@kerrwil.com
TRAVEL EDITOR Elizabeth Kerr
416-258-9948 • elizabethkerr@kerrwil.com
ART DIRECTOR Allan Bates
416-485-9229 • allan.s.bates@sympatico.ca
PRODUCTION MANAGER Lynn Lortie
705-527-7666 • lynnlorlie@kerrwil.com
WEBMASTER Rory Green
me@rorygreen.ca

CONTRIBUTORS Andy Adams, John Armstrong, Robin Ball, Terri Hodgson, Tom and Kathleen Kjaersgaard, John Morris, Craig Nicholson, David Schmidt, Mark Stevens and Katherine Stone

ADVERTISING

Mark Collett
604-351-0211 • markcollett@kerrwil.com
John Armstrong
289-962-1310 • johnarmstrong@kerrwil.com
Ian Gilson
905-719-5152 • igilson@kerrwil.com
Mary Nicoll
905-535-2866 • mnicoll@kerrwil.com
Lynn Lortie
705-527-9873 • lynnlorlie@kerrwil.com
CIRCULATION Eileen Walsh
705-527-7666 • eileenwalsh@kerrwil.com
ACCOUNTING Michelle McKerness
705-527-7666 • michellemckerness@kerrwil.com

Canadian Yachting is published by ADASTRA MEDIA INC in association with KERRWIL PUBLICATIONS LIMITED.



EAST COAST OFFICE

538 Elizabeth Street
Midland, Ontario L4R 2A3
Tel: 705-527-7666 Fax: 705-527-7662
www.kerrwil.com

ADASTRA Media

John W. Kerr Jr. Director and Managing Partner
Mark Collett Director and Partner
Brad Marsh Director and Partner
Greg Nicoll Vice President

Canadian Yachting is published six times a year.
Subscription Rates: 1 year \$36.10; 2 years \$54.18
Outside Canada: 1 year US \$52.00
Prices include GST Registration #R102819539

The contents of this publication are the property of Kerrwil Publications Limited and may not be reproduced in whole or in part without prior written consent. We encourage letters to the editor, submissions and query letters from writers and our readers. For material to be returned, please include a stamped, self-addressed envelope. Occasionally, we allow the use of mailing lists to firms offering products and information that we feel may be of interest to you. If you do not want your name made available, please return your mailing label to us marked DO NOT RELEASE.



We acknowledge the financial support of the Government of Canada, through the Canada Magazine Fund toward our editorial costs.

Send all address changes, post office returns and subscription enquiries to:
Canadian Yachting
538 Elizabeth Street
Midland, Ontario L4R 2A3
T: 705-527-7666 F: 705-527-7662
E-mail: eileenwalsh@kerrwil.com

Canada Post Mail Agreement 40065481
ISSN 0384-0999 Return postage guaranteed



FEATURES

28 Feature: Ocean Harvest

Cruising the West coast of Vancouver Island and enjoying both the magnificent scenery as well as the bounty of foraged sustenance found along the way, guided by the knowledge of Bobby Sherlock.
By Tom and Kathleen Kjaersgaard

34 Feature: Game Changer!

Changing boat designs and features respond to changing demographics and changing lifestyles - Since the revolutionary change from wooden construction to fiberglass and aluminum, we have never seen such profound and dramatic changes in boat design as we are seeing right now. The boat shows this year will be alive with excitement!
By Andy Adams

46 Destination: Muskoka by PWC

Trailer boating by PWC in Muskoka, 'Malibu of the North'. Tips from a seasoned trailer-boater on making the experience as rich and memorable as possible.
By Craig Nicholson

84 Destination: BVI's

Far from the madding crowd in the British Virgin Islands. On this, the author's fourth BVI charter, uncovering new secrets and new takes on old friends are the name of the game.
By Mark Stevens

115 Engine Room: Volvo Penta Re-Power

How to boost your boat's top speed and enjoy the additional side benefits of re-powering your vessel.
By Andy Adams

DEPARTMENTS

- 4 Vantage Point: Leaning In or Leaning Back?
- 8 Waterfront: News and Views for 2015
- 19 Club Profile: Chester, NS
- 51 CPS-EPC: Port Hole
- 74 Crossing the Line: Community

On the Cover:

Mast-top view of the teak foredeck on the magnificent Jeanneau 64. See page 34 "Game Changer" feature for more on this and others of the most innovative new yachts on the market this year.

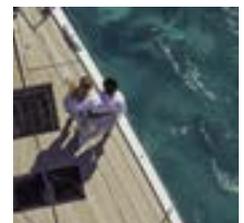


Photo courtesy of Jeanneau America

Leaning In or Leaning Back?



Winter is upon us and one of our fondest wishes for you over the holiday season and through the “non-boating” months, is that you have time to sit back and relax.

When you read our Design & Innovation feature editorial starting on page 34 of this issue of Canadian Yachting magazine, we suspect that a lot of the reasons behind the design changes we’re seeing in boats and boating, will resonate with you.

The incredible and rapid advance of technology, particularly in mobile devices, would have business pressures and office duties chasing us seven days a week, 24 hours a day if we let it. The technology has really increased the pace of life today and many people feel our leisure time has suffered for it.

It seems that everyone is ‘leaning in’ - pressing harder and harder to move ahead and get things done every day. It’s not surprising that the boating industry has responded to those changes in your life with boats that can provide enjoyment and a great experience in a shorter time frame, with greater convenience, with greater speed and hopefully to serve greater numbers of family and friends in the process.

‘Leaning back’ is what boating should be all about. Your boat should be a place to lean back and relax, to enjoy the success you’ve achieved and to have great times with your family and friends.

Leaning back is also a guiding theme for us in creating Canadian Yachting magazine.

We want you to look forward to every issue so that you can lean back and enjoy reading about the pleasure of boating. Our future editorial direction is going to involve more entertaining features, with more lifestyle articles, more great destinations to fuel your dreams and more information about the exciting new boats and accessories available to address your changing needs.

At the same time, we recognize that events and activities are important too. That’s why we have our Canadian Yachting Onboard newsletters and we do our best to find timely information and stories that you’ll enjoy. The great thing about electronic newsletters is that they can capture those important events, the race results or the news announcements as soon as they come out.

The Onboard newsletters are structured so that you can easily glance through, see the stories you’d like to read while leaving the ones that are not as interesting to you. Of course, you can always go back and search for them in your inbox, share stories with friends and here is the point, we’d like you to share your stories and experiences with us.

As you have that opportunity to lean back during the coming winter, we hope that you’ll put your feet up and as you lean back and enjoy reading this issue of Canadian Yachting magazine, perhaps it will trigger a memory or stimulate you to share one of your own boating experiences with us.

You’re welcome to contribute your stories to our newsletter editor, Terri Hodgson (thodgson@kerrwil.com) to be considered for use in the Onboard Newsletters and there’s something else too.

Canadian Yachting has healthy online communities that allow boating lifestyle enthusiasts of all kinds to see what’s happening in the yachting world on a daily basis. We invite you to visit us on Facebook, Twitter, Pinterest and YouTube and share your own boating thoughts with us online anytime.

So we hope you’ll have plenty of time to lean back and enjoy this issue of Canadian Yachting – cheers! •

Andy Adams-Editor

THE GRAN TURISMO EFFECT:

A RELATIONSHIP WHERE THERE IS NO HIS OR HERS, ONLY OURS.

Aboard a Gran Turismo, performance and style are *not* mutually exclusive. He gets the best boat on the water, and she gets reservations at a floating 4-star resort. The latest hull configurations and fuel-efficient engines have been integrated with a truly elegant interior design. The result is a motor yacht where style is as much about speed and seakeeping as performance is about space, comfort and luxury. Everybody wins. After all, isn't that what strong relationships are built on?



410.990.0270 • POWER@BENETEAU.COM • WWW.GTBYBENETEAU.NET

Explore the Gran Turismo at the **Toronto Int'l Boat Show**, Jan. 10-18
or the **Yacht & Brokerage Show in Miami**, Feb. 12-16.

GRAN TURISMO



THE BENETEAU POWER LINEUP



HERITAGE



**WARRANTY
GENERATION
TO GENERATION**

STEINER

Nothing Escapes You

It's not just wet. It's a whole different world. Fogbound mornings, afternoons of glaring sun and salt spray, nights like floating on ink. Always in motion, temperatures all over the board, distances that challenge land-bound perceptions. Steiner marine optics were built for this: waterproof, corrosion-proof, always crystal-clear, with special coatings, Construction and capabilities specifically created for a water-borne life. Enjoy.



Navigator Pro 7x50



Navigator Pro 7x50C



CANADIAN YACHTING ON HAND AT 2014 FORT LAUDERDALE BOAT SHOW

Andy Adams and John Armstrong of CY magazine explore the huge array of offerings at the Fort Lauderdale International Boat Show 2014.



Boat insurance.
It's what we do!



AVIVA
Efile



We're located right here in the centre of boating country so we can assess your needs first hand. Northstar knows runabouts, water ski and wakeboard boats, pontoon boats, fishing rigs, sailboats, cruisers and PWCs. Call Northstar today an enjoy boating anywhere in Ontario knowing you're covered. It's what we do.



Northstar
MARINE INSURANCE

northstarinsurance.ca
info@northstarinsurance.ca
1.866.717.9295



The new Boston Whaler Outrage 420 is the latest in "SUV design" in powerboats. What an incredible new craft!



Canadian Yachting magazine's John Armstrong opens up the impressive galley unit on the new Chris-Craft Launch 36 in preparation for an upcoming feature on the latest designs and innovations in boats and boating.



Helene Fontainieu, Communication and Marketing Manager for Fountaine Pajot Catamarans in the salon of their new 47 Catamaran, a boat that will be coming to Canada soon.



The new Midnight Express 43 is a great example of the sometimes amazing and "over the top" boats that appear at the Fort Lauderdale show.

CPS-ECP Launches Apps for Boaters Facebook Page



Canadian Power and Sail Squadrons has launched a new Facebook Group called Apps for Boaters. A place to share reviews and your thoughts on boating apps. What apps you like, don't like and what's new.

A one-stop shop for boating related app information created by Canadian Power and Sail Squadrons. A place to share reviews and your thoughts on boating apps. What apps you like, don't like and what's new.

View and Join the group here:
<https://www.facebook.com/groups/863298740381513/>



New adventures are now just a length away.



The Volvo XC60 Ocean Race Edition is driven by the spirit of adventure. And soon, it can also be driven by you. This limited-edition, nautically-inspired SUV is now available in Canada. Thanks to exclusive styling cues like 18" Portunus alloys, premium leather seats with orange stitching and rear cargo cover featuring the Volvo Ocean Race map, just sitting in one sets you apart – and lets the world know you dare to be different. Learn more at volvocars.ca.



Volvo Canada and Sail Canada are proud partners in sailing excellence.

New Vancouver Island Marina Becoming a Reality after 30 Years in the Works



Slips now for sale with summer 2015 opening in sight.

The Victoria International Marina will be Canada's first luxury Marina catering exclusively to larger recreational yachts and their owners. With just 30 slips ranging in length from 65 to 140 feet this Marina represents an unprecedented opportunity to secure a west coast home for only a few discerning clients.

What does the VIM have to offer?

- A slip on Vancouver Island, rated "Top Island in North America"
- Economic advantages for non-resident yacht owners
- Well positioned entrance and safe protected harbour
- Great proximity to Seattle and Vancouver

- Membership affiliation with the "Union Club of British Columbia" and its 450 Clubs affiliated worldwide

For details and images visit www.CanadianYachting.ca and search 'victoria-marina'.
www.victoriainternationalmarina.ca

LED LIGHTING

LuxOr
LUX-OR LED LIGHTING

Extend Marine Battery Life by up to 400%
Replacement Bulbs • Underwater Fixtures
Spider Spray • Spreader Lights

www.luxorlighting.net

Heavy Lift • Marine Rescue • Marine Salvage • Towing & Barging

AMIX GROUP

Simplified & Reliable.

1.888.600.AMIX
www.amixgroup.ca
410-713 Columbia Street, New Westminster, BC V3M 1B2

Not Quite Twins



Sun Odyssey 469 and 509

Born from the creative talents of Philippe Briand, the Sun Odyssey 469 and 509 share the same spirit and thirst for adventure as true siblings do. Designed with performance in mind, both of these exceptional models offer gracious lines, large cockpits, twin wheels and superb sailing characteristics. Below decks the interiors of both boats are warm and inviting with plenty of space for on-board living. Don't miss the opportunity to discover all that the Sun Odyssey 469 and 509 have to offer the modern-day sailor.

Sun Fast 3200 New 3600
Sun Odyssey New 349 379 409 439 469 509
Deck Salon 41DS 44DS 50DS
Jeanneau Yachts 53 57 New 64



JEANNEAU

www.jeanneau.com 410.280.9400 info@jeanneau.com

Miami Marine Stadium Named as New Home for Miami International Boat Show



Conceptual renderings of Miami Marine Stadium completed by architect Hilario Candela.

The Progressive Insurance Miami International Boat Show and Friends of Miami Marine Stadium have announced a win-win agreement that will provide ideal accommodations for the world's largest boat show while paving the way for the restoration of Miami Marine Stadium – a long-shuttered masterpiece of modern architecture that in 2009 was declared one of America's most endangered historic places by the National Trust for Historic Preservation.

Representatives from the Miami International Boat Show announced that they have committed to hosting the boat show in 2016 and 2017 at the stadium and its grounds while exploring it as a long-term home. The announcement follows months of speculation over the boat show's future in the city due to the renovation of the Miami Beach Convention Center, which is slated to begin in 2016.

The first confirmed reuse of Miami Marine Stadium and its grounds since their closure in 1992, the agreement with the Miami International Boat Show allows the restoration of the stadium to begin in earnest.

"In 2016, the Miami International Boat Show will celebrate its 75th year in Miami. What better way to commemorate the significance of this historic annual tradition than by bringing the show to Miami Marine Stadium – one of Miami's most iconic and beloved marine venues," said Thom Dammrich,

president of the National Marine Manufacturers Association, which owns and produces the show. "With unique features to accommodate the more than 100,000 boaters who travel from throughout the globe to experience the best the boating industry has to offer, Miami Marine Stadium could be poised to be a home for the boat show in 2016 and beyond."

"The Miami International Boat Show is the premier event of its kind in the country and a significant economic force in Miami, drawing thousands of local residents as well as tourists from around the world," said Miami Mayor Tomás Regalado. "And Miami Marine Stadium is a beloved place that holds special memories for generations of Miamians. By bringing these two together, this agreement ensures that both of these important institutions are on the path to a bright future here in Miami."



OCEANIS

31

35

38

41

45

48

55

60

FIRST

20

22

25S

30

35

40

SENSE

43

46

50

55

[THE SOUL OF A SEEKER. FIT FOR A SOVEREIGN.] Oceanis⁶⁰

For some, cruising is not an option. It is a necessity. For those fortunate enough to be blessed with this affliction, we introduce the **Oceanis 60**. With a hull designed to perform in light coastal breezes as well as heavy offshore winds, she has the soul of seeker. A fixed arch that manages mainsheet clutter makes single-handed piloting almost second nature. And below decks, details and finish make the Oceanis 60 fit for royalty. Every cabin has its own private head and shower. Her galley and salon are incredibly bright with a maximum of storage space – everything required for regal living at sea!

Join us for the **Oceanis 60** debut at **Miami Strictly Sail, Feb. 12-16.**

Visit BeneteauUSA.com to learn more. Inquiries: 410-990-0270 or sail@beneteau.com



BENETEAU
Over A Century At Sea



Stay on Course

Cowan Insurance Group provides exceptional marine coverage that gets you out on the water and having fun knowing you're protected.

Take advantage of a comprehensive solution that includes:

Coverage for the agreed value of your boat

Flexible survey requirements for your convenience

Extended navigation options available for southern trips

Emergency towing for when you need some help

CPS members receive a 15% rate discount

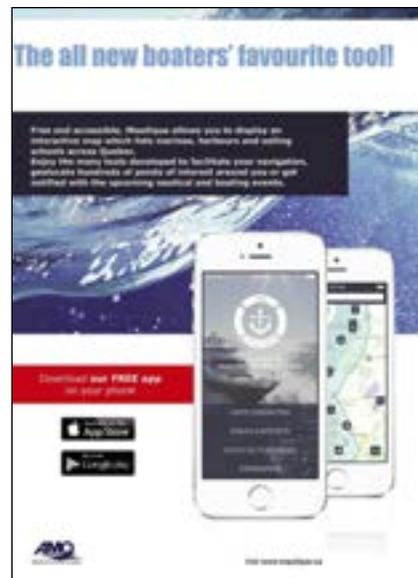
Toll Free: 1-866-912-6926
 Email: info@cowangroup.ca
www.cowangroup.ca

Inautique: more precise than a nautical chart, more useful than a GPS

The Quebec Marine Association is proud to introduce you to Inautique. Designed with the Quebec IT firm Appcom, Inautique is designed to give you useful information about boating in Quebec.

Totally free of charge, Inautique was conceived as a new boating tool. With its powerful geolocating system, Inautique allows you to find all the marinas, harbours and boating schools throughout the province anywhere and everywhere. Inautique is delivered with a user-friendly layout from which you have

access to many boating and sailing tools, all the nautical events and finally the available discounts from your favourite dealers.



Features

- Access an interactive map of Quebec's 15 nautical stations
 - Find all the marinas and the harbours across the Quebec province
 - Geolocate hundreds of Points of Interest around you
 - Stay informed about your favourite dealer's discounts
 - Get notified about the upcoming nautical and boating events
 - Keep in touch with access to all the contact information necessary for navigating
 - Enjoy the many tools developed to facilitate your navigation
- Inautique can be downloaded through iTunes

For more info about Inautique : <http://inautique.ca/index-en.html>

Canadian Yachting Represents at METS 2014



Canadian Yachting's Publisher, Greg Nicoll, was on hand at METS 2014 in Amsterdam to congratulate Stig Jensen, owner partner of Jeffe Steering System.

METS 2014 ran from November 18-20 and is the world's largest marine equipment trade show. For more information about METS and the DAME Awards visit www.CanadianYachting.ca and search 'mets-dame-awards'.

Oh, the places you'll go.

INTRODUCING

THE LUXURY ALUMINUM 65 CONCORD, FROM COASTAL CRAFT YACHTS.
HAND BUILT IN BRITISH COLUMBIA, CANADA.

Winner of the 2014 AIM Marine Group Editor's Choice Award for Best Motoryacht, 60-69 Feet



*"Stylish, Fast and Super Smart.
Well-proportioned, Elegant...
Impressive. Raises the Bar."*

DUART SNOW,
CANADIAN YACHTING



COASTAL CRAFT YACHTS

Go Safely. Go Everywhere.

COASTALCRAFT.COM 604.886.3004



**THE 1st CHOICE
IN MARINE INSURANCE**



Over **35 years of experience** and **50 000 customers** in **Canada and Europe**.

APRIL Marine provides complete cover for Motorboats, Sailboats and Personal Watercrafts:

- All-risks policies with agreed value*
- No deductible in case of total loss*
- A liability up to \$ 5M*
- 24/7 Assistance and Claims Service

*Some conditions may apply

Download our **NEW FREE** application:

APRIL Marine Assistance



TALK ABOUT
APRIL MARINE
TO YOUR BROKER

aprilmarine.ca

WATERFRONT



Let's see which posts interested you most recently on CY's social feeds

Earliest ice on record appears on #GreatLakes
<http://ow.ly/ERoc9>



The Edmund Fitzgerald met a tragic fate during a vicious storm on Lake Superior on this day in 1975.
<http://ow.ly/EboLC>



Lest We Forget..."The fleet was laid up from the first week of the war. For four years club top-sails disappeared from Toronto Harbour...Nearly 500 members, or more than double..."
<http://ow.ly/E6Nd4>



Got a Boating Question?
It's Your Turn to Ask the Experts
<http://ow.ly/D6d2P>



Video: Marlow-Mainship 32 with David Marlow - Canadian Yachting's Andy Adams



CY's publisher caught up on the action from the water at the huge #AnnapolisBoatShow



The Canadian Yachting world is buzzing with news between print issues and we always welcome your input. Check out our communities online and join the conversation!

My PRESTIGE 420S, My LIFESTYLE

A New Grand Yacht On A More Intimate Scale

The Prestige 420S displays all the grand luxury and seaworthiness you would expect from a much larger yacht. Her surprising interior is a harmonious blend of openness and privacy with independent accesses to both cabins. Her advanced pod propulsion system delivers performance to match all that comfort.

BE YOURSELF BE PRESTIGE



IT ALL STARTS NOW

www.prestige-yachts.com

FLYBRIDGE COLLECTION 620 550 500 450 NEW 420
COUPE COLLECTION 620S 550S 500S 450S NEW 420S
YACHTS DIVISION NEW 750

410.280.2775 • contact@prestige-yachts.com

PRESTIGE®

LUXURY MOTOR YACHTS

MARINE | HOMEOWNERS | COMMERCIAL

Insuring _____
LOCALS
_____ *since 1993*



DOLPHIN
insurance services inc

dolphinsinsurance.com

PH: 1.604.261.9200 • 1.800.460.0619



Chester Yacht Club

By Katherine Stone

Bluenoses racing upwind.

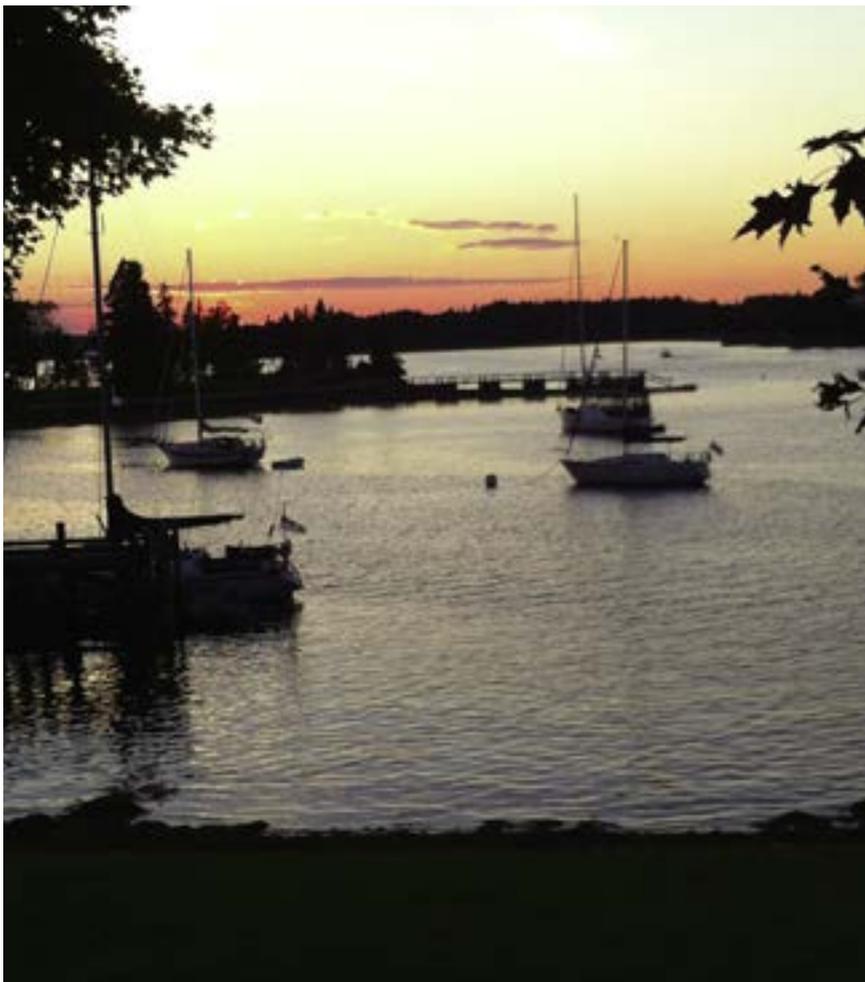
You won't find a prettier site in all of Canada, (although I am sure that the West Coast sailors would probably disagree!) nestled on the Chester Peninsula extending into Mahone Bay along the south shore of Nova Scotia, with both a front and back natural harbour. The bay is dotted with about enough islands for each day of the year. The village was founded in 1759 during the French and Indian War. Settlers from New England were given Shoreham land grants for the area we now know as Chester and the Tancook Islands. These people were known as Planters, as they farmed the land and were also fishermen. During the American Revolution, some Yankee privateers tried to plunder Chester. The men were off fighting the war, however, the women of Chester, armed with broomsticks and wearing their red-lined cloaks inside out, marched along the shore convincing the privateers that the

village was substantially fortified. They soon gave up and went down the way to plunder Lunenburg instead. This would not be the last time that the women would lead the way in this sailing community. It naturally followed that by 1791, the major occupation would become boat building. Fisherman, wanting to be the first to market in Halifax or New England, would start to race each other to get there first! Soon after, they started to race for sport and the Annual Fisherman's Regatta began.

An excerpt from the History of Chester chronicles the beginning of the present day Chester Race Week, the largest keel-boat regatta in Canada now held every year in the second week of August. "On Sept. 4th 1856, a grand regatta was held at Chester... this became a yearly event for quite some time to come. This first regatta...was quite an event with more than 3,000 persons present. There were seven different boat races conducted ranging

from gigs of four oars, flats, punts, canoes and sail-boats. The winners all getting prizes of money." Not surprisingly, the population in Chester from 1861-1911 grew by 93%, but the boats grew by 400%! Chester had become a summer resort hotspot for the American market. Hotels, like the Hackmatack, and boarding houses were in abundance, along with boats for pleasure sailing to islands for picnics and racing. Fishing captains were hired to race fine double ended whalers with tan coloured sails boiled in spruce gum, bark and tar Chester had become the Newport of the north. Neither was it an abode of wealth or fashion, but just a summer resort to keep cool, relax, and live informally.

By 1900 Dr. Keasbey, from Byrn Mawr, PA had gathered some like-minded men and drawn up a constitution, by-laws, sailing rules, and race schedules to form a yacht club and start and end races



Chester Back Harbour at sunset.

off Robinson's Wharf. Dues would be \$2. Incorporated in 1902, the club charter stated, "The object of the club shall be to promote yacht building and sailing, and to encourage its members in becoming proficient in navigation in the personal management, control, and handling of their yachts and in all other matters pertaining to seamanship." Chester Yacht Club's emphasis was always to be on racing, with the first boat to cross the line winning – ratings were unheard of and you would always have some big, burly men on board who would shift the ballast from one side of the boat to the other to get full advantage.

Sadly, WWI changed Chester Yacht Club. Men could no longer take summer long holidays. Stays became shorter and 2,000 guests each season were no more. Women became the leaders in the summer community, owned yachts, sailed yachts, and were now active in running the club.

Finally, in 1924 the board accepted a proposal to lease with purchase privilege, the Hilchey property on which was a boat shed. The local citizens pitched in and built the wharf on which stood the flagpole from which races were started and finished up until 2000. Now with 110 members, dues were raised to \$5 and by 1928 they owned the property. The ladies also became very instrumental in organizing fundraisers for the club, as it was becoming more apparent that the membership numbers could no longer support the upkeep of the clubhouse and the wharf – which seemed to get destroyed by winter storms almost every year.

From 1925 to 1935 saw a notable increase in the number of competent sailors and high quality boats. By 1936 the Chester C Class had been launched which was an excellent "small" boat (37 feet) for cruising as well as racing. This rise of remarkable seamanship was soon to end, as the sailing committee soon noticed that the elementary rules of yacht racing were being ignored resulting in unfair advantages and damage to yachts.



Bluenoses preparing to race 2012.

40 Motor Yacht

A NEW APPROACH TO FAMILY CRUISING

Lagoon, world leader in cruising sail catamarans, is making a big comeback to the world of motor yachts with two new models: The 630 MY, a luxurious ocean cruising catamaran, and the 40 MY, designed for family cruising and combining excellent cruising range, ease of use and safety. And the 40 MY boasts a level of comfort unparalleled in a boat of this length: just one of the many advantages of a Lagoon catamaran!



Credit: image builder - Photo: Nicolas Cleris

**JANUARY 9TH - 18TH, 2015
TORONTO INTERNATIONAL BOAT SHOW**

380 | 39 | 400 S2 | 421 | 450 | 52 | 560 S2 | 620 | **40 MY** | 630 MY |

www.lagoon-motoryachts.com



1 Port Street East, Mississauga, ON L5G 4N1
Ph: (905) 891-0191 - www.anchor-yachtsales.com

L A G O O N



Aerial view of the Chester Yacht Club.

Each boat was soon issued a set of rules and the sailing committee illustrated them to members on the blackboard. Wednesday afternoon races were becoming so popular that stores closed their

doors after lunch so that sailors could be available to race and spectators could line the wharf and shoreline.

WWII and the automobile ended forever the long summer stays by American

families. During the war, 44 Chester homes were made available for medical rest. The club wisely realized during the



STANDARD HORIZON
CPN7001 TOUCH SCREEN,
INTERNET CAPABLE PLOTTER

BOOTH G555. YEP, THE BOYS ARE BACK IN TOWN.

The Binnacle Boys are the envy of the Maritimes heading off to the Tronna Boat Show, the Big Smoke, the Centre of the Universe. Drop by our booth and say "howdy" or drop by binnacle.com **January 9th to 18th** for BIG city cyber savings on electronics, foul weather gear, and deals so good they're one wink away from being crazy.

Plus, we'll throw in **free shipping** on most items over \$99, because, you can take the Boy out of the Maritimes, but you can't take the Maritimes out of the Boy.



RAYMARINE a75
WITH NAVIONICS GOLD NORTH
AMERICA CHART BUNDLE



HENRI LLOYD
WOMENS' OSPREY JACKET

binnacle.com
a part of *The* **BINNACLE**



binnacle.com 1.800.665.6464 15 PURCELL'S COVE ROAD HALIFAX, NOVA SCOTIA

INDIVIDUALITY MEETS CHARACTER

NEW
HANSE
455

STEERING PEDESTAL

Multifunctional – ergonomic operation of navigation and entertainment system.

CRUISING COCKPIT

The biggest and most secure cockpit in its class with storage compartments for lines, a cockpit grill and a sink.

TACKING WITHOUT TOUCHING THE SHEET

Integrated self-tacking jib.

RIG & SAILS

The tall rig and large sail area makes it one of the best performers in its class.

EASY SAILING

325 345 385 415 new 455 505 575 630e new 675

Hanse Yachts US

Newburyport MA | Douglas Brophy | Ph: 1-978 239 6568 | dbrophy@hanseyachts.com
Alameda CA | Annapolis MD | Chicago IL | Houston TX | Huron OH | Manchester MA
Newport Beach CA | Mamaroneck NY | San Diego CA | Sarasota FL | The BVI
Toronto ON | Vancouver BC

Hanse 
BREAKING RULES . SETTING TRENDS

www.hanseyachts.com



Andreas Josenhans during one of his famous pre-race tactics talks.

war that it would cost as much to close the club as to remain open. The men were away at war, so dues were not paid. In 1944 the sailing committee consisted of ladies who were the sailors and the executive. They ran fundraisers from bingo to card parties, to Sunday afternoon

teas, which were highly successful for the cash flow of the club. At that time, ladies wore their "whites" sailing (clothing, hats, and gloves). Funny how the ladies still wear hats, albeit baseball ones, and gloves, now without fingers! Families now needed a boat that was smaller and easier for women and children to sail.

The Bluenose Fleet of 20-25 boats now has a very active multi day racing program at CYC. It is also the largest one design fleet in Nova Scotia. The first Bluenose was built in East Chester. A team of oxen hauled it to the water where it was launched in 1946. Designed by William Roue, a Nova Scotian boat designer and at 23 feet in length, it fit the bill perfectly as a family racer/day cruiser. The size allowed two to three sailors to handle it, young and old, men and women at a reasonable cost.

By the 1950s the clubhouse was expanded and the Junior sailors were at the helm of their own boats (model boats and the Bluenose). An instructor was hired in 1966 and sailing school started with a few Cadets, soon moving to Flying Juniors. Today, the sailing school boasts a Wet Feet program and, Optimists and 420s with racing teams in both fleets. The clubhouse saw a major facelift in 1968 and was restored in 2006.

The women's Ratting of Teacups kept this little club afloat through the hard times. The strong presence of women at the helm during both wars, was to lay the foundation for a very community oriented club. Mrs. Wurts and Mrs. Starr would keep a vigilant eye on all goings on at the club, perched on the veranda in their broad brimmed black hats and long black dresses.

Mary MacInnis, long time member, permanent resident of Chester, and past Chairman of Chester Race Week put it simply, "Chester Race Week is about the fun – come for the sailing and stay for the fun, or vice versa! The regatta has survived because sponsors make it happen and volunteers make it work and because the sailors love it." The Hopping Penguins band has played at CRW for

NEWFOUNDLAND
P.E.I.
NOVA SCOTIA
Quebec
Boston
New York

BRAS D'OR LAKE - CAPE BRETON ISLAND

INTRODUCE YOUR
inner EXPLORER
TO CANADA'S
LARGEST *in-land* SEA

CAPE BRETON ISLAND
Bras d'Or Lake

Bras d'Or Lake
CANADA'S LARGEST
IN-LAND SEA

The Bras d'Or Lake provides an unparalleled sailing and boating experience –
Exceptional scenery, an
In-land saltwater sea surrounded by land, a new adventure on every wave.

BoatingCapeBreton.com

EXPLORE CANADA'S LARGEST IN-LAND SEA
THE BRAS D'OR LAKE

TOLL FREE: 1-844-564-1800 | TEL: 902-564-1800
boatingcapebreton@gmail.com

Order your free welcome kit today @
www.boatingcapebreton.com/welcome-package

With Skippers' Plan, you're all set.

SKIPPERS
PLAN

Be secure. Skippers' Plan™ is part one of Canada's most trusted brokers. We have specialized in marine insurance for more than 60 years. Our people know boats and know what boaters require. You can count on us to recommend and maintain the coverage you need.

Making insurance straightforward

While you enjoy your boating, Skippers' Plan will take care of all your insurance details. We make it easy.

Should you ever have a claim we'll be right there to resolve things quickly and fairly. Our goal is to get you back on the water to enjoy your boat.

And for other insurance needs

Our expert colleagues can also meet your needs for any other aspect of your life including home, auto or business insurance.

Operated by **CG&B**

 Sail Canada's
exclusive member
insurance program

Follow us on
Facebook & Twitter

Boats! We share your passion.

skippersplan.com 1-800-661-7211


**SKIPPERS'
PLAN**



Famous Chester trophies on display above the bar.

something for everyone. Now more than 110 years old, the history of this club was chronicled in the book "Sailors and Rattling Teacups". After reading the wonderful account I totally understand how much influence the rattling teacups had on this club. The book's introduction put it succinctly, "Sailboat racing has records, people have wonderful memories. Unfortunately, they don't always agree." Sounds like Karate Chop sailing at the bar to me!

Rattle your way down to the south shore of Nova Scotia and you'll find a wonderful group of fun loving, laid back people who have done just about anything to keep their (it is one of the largest in NS) club alive and well, and who also just love to spend time on the water. •

Chester Yacht Club; P.O. Box 290;
Chester, NS BOJ 1J0 (902)275-3747
www.chesteryachtclub.ca

the past 25 years – each time for a sell-out crowd."

Dr. John Curry, member since the 1970s, also a full time resident of Chester and former chairman of Chester Race Week also noted that they are, "No differ-

ent than any other yacht club in NS other than they attract Olympians like Paul Tingley, Lisa Ross and Andres Josenhans who have all sailed Bluenoses."

This club has more membership categories than you can shake a stick at –

EFoy

ENERGY FOR YOU

www.efoy-comfort.com



- Fully automatic & maintenance-free Methanol fuel cell battery charger.
- Programmable for different battery sizes & chemistry.
- Three models, 80, 140, and 210 amps per day.
- 10 Liter container of fuel equals 925 amps. (about 30 days of typical use)



CONTACT US FOR A DEALER NEAREST YOU

Western Marine 1-800-663-0600
Transat Marine 1-800-565-9561

Come see us at the Toronto Boat Show Booth #G-417 & Vancouver Boat Show Booth #394 for a REBATE VOUCHER and Demonstration!

BACK COVE - the Perfect Pocket Cruisers Now on Georgian Bay



BACK COVE 34



Trust the leader in downeast style single engine power boats to define and build the ideal small cruising yacht – Back Cove 34 and Back Cove 30. Their efficient diesel engine and overall cost of ownership are perfect for our times.



BACK COVE 30



Jack Pady Marine

YACHT SALES & BROKERAGE

Central Canadian Authorized Back Cove Dealer
Penetanguishene, ON (705) 549-2628
sales@jackpadymarine.com
www.jackpadymarine.com

Find Us at Back Cove Yachts
Toronto International Boat Show
10 - 18 January 2015

Direct Energy Centre,
Exhibition Place
Heritage Court - Booth 156

www.backcoveyachts.com



BACK COVE
YACHTS
Practical Elegance. From Maine.

Welcome Aboard the “Ocean Harvest” Cruise

Where a “Foodie’s” Dream Comes True!

Story and Photos by Tom and Kathleen Kjaersgaard

We met Bobby Sherlock in Ucluelet on the West Coast of Vancouver Island onboard his Hunter 340, Pegasus, near British Columbia’s Barkley Sound. The Broken Group Islands would be home, for the five of us, for the next few days. The Broken Group Islands are located on the West Coast of Vancouver Island, in an area known as Barkley Sound and are only accessible by boat.

With fishing licenses in hand, and after a thorough tour of the boat, we talked with our skipper about the evolution of his unique Ocean Harvest Cruise. It seems like a natural fit for Bobby to lead such an adventure, with his education in outdoor adventure training and having cooked in professional kitchens since he was 15 years old. This former sea kayak guide turned avid sailor, Bobby combines his love of the untamed and unspoiled ocean environment with his love for food. And the best part is – he shares his passions and knowledge with others.

Just as we leave the dock, Bobby points out a nearby black bear on the shore, foraging for food. Moments later, his keen eyes spot two Bald Eagles perched in trees supervising the comings and goings in the channel. This is exactly what we craved - experiencing the unspoiled Wild Pacific in any way possible.

Our first adventure was near Chrow Island/Sargison Bank, where there is a kelp reef. The weather was just perfect...so Bobby had Tom jig alongside the reef, where he quickly reeled in a beautiful Ling Cod. With our first catch in

hand, we then carried on to the lee side of Forbes Island, where we dropped the hook for lunch, and thus the official beginning of The Ocean Harvest Tour.

Chef Bobby quickly prepared fresh seared sushi-grade Tuna sourced in Ucluelet, accompanied by arugula salad with a chili-lime balsamic reduction and Campari tomatoes. Bobby then prepared a ceviche with the Ling Cod, which we would eat the next day. Ceviche is a centuries old method of cooking by contact with the acidic juice of citrus juice instead of heat. Ceviche is easy to make and can be prepared as a meal or as a fabulous appetizer onboard – the next time you’re entertaining. The remains of the cod were then used to bait crab pots which we put in near the entrance to Pipestem Inlet, at a depth of 50 feet. The promise of harvesting fresh Dungeness crab on the way out



Bountiful meals on the Ocean Harvest Cruise

Photo by Thomas Kjaersgaard



Above: Panorama, typical of our daily views.

Photo by Kathleen Kjaersgaard

Inset: Taking in beautiful scenery off the West coast of Vancouver Island.

Photo by Thomas Kjaersgaard



the next day was incredibly exciting. And as if that wasn't enough, farther into Pipestem Inlet, we dropped our three prawn traps at 225 feet, to be retrieved the next day.

At the base of Pipestem Inlet, we shared the quiet, scenic anchorage with one other boat. We headed ashore to forage for fresh oysters. Once onshore we realized we were also sharing our anchorage with a resident Black Bear. We saw the bear just after we secured a bucketful of Pacific oysters (the shoreline was covered in them) and sea asparagus. Back on board we shucked and devoured a bucketful of fresh shucked raw oysters. For dinner, Bobby prepared pan-seared fresh halibut (sourced from his supplier in Uclulet) with a fruit salsa and citrus asparagus, accompanied by an Okanagan white wine, a 2011 White Bear Spirit Blend.

Day two and the scenery was simply spectacular, with a light mist coating the trees giving everything a spectral feel. Another Bald Eagle monitored our progress to the prawn traps we had set the day before. Unfortunately the prawn traps came up empty on this day, but Bobby said not to worry, he had a "prawn hot-spot" in mind – one that had never let him down. So we made our way back out to the entrance of Pipestem Inlet, wondering just how our crab pots did. Victory!! We caught two beautiful Dungeness crabs, one three pounder and one closer to two pounds.

We sailed on to the Sechart Channel area of Barkley Sound where we then re-set the prawn traps, hoping to harvest a future bounty! From there it was on to Nettle Island to anchor for lunch. After lunch, we sailed along the Imperial Eagle Channel in beautiful sunshine and at just the right speed to "sail + troll" for salmon. Indeed - we had "Salmon-success" trolling with a downrigger at approximately 100 feet of depth. We reeled-in a five pound hatchery Chinook salmon. Skipper Bobby pointed



Skipper Bobby Sherlock with a hatchery Salmon that we caught during our cruise.

Photo by Kathleen Kjaersgaard



Making memories
for over three
generations...

For more information, contact one of the following Canadian dealers in your area.

Specialty Yachts

Vancouver, British Columbia
604.689.7491
lawrence@specialty-yachts.com

Sunnybrook Yacht Brokers

Halifax, Nova Scotia
902.275.2424
syb@eastlink.ca

True North Yachts

Mississauga, Ontario
866.610.1707
allan@truenorthyachts.ca

West Central Marine, LTD.

Delise, Saskatchewan
306.493.1200
Westcentralmarine.ca

Glenmore Sailboats *(Trailerables Only)*

Calgary and Edmonton, Alberta
866.665.SAIL
info@glenmoresailboats.com

Quiet Waters *(Trailerables Only)*

Waubaushe, Ontario
705-538-2343
qwaters@sailboatsales.com

Schooner Yacht Sales *(Trailerables Only)*

Ottawa, Ontario
613.825.0207
schooneryachtsales@sympatico.ca



A great family vacation on the Ocean Harvest Cruise!

Photo by Kathleen Kjaersgaard

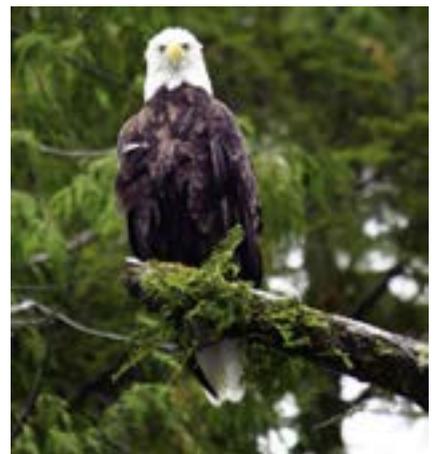
out a sure-fire method for identifying a hatchery Salmon. Hatchery fish, he showed us, are easily identified because they feature one missing small fin, the adipose fin. We were happy to catch a fish that was from a hatchery!

After the exciting salmon catch, we carried on to Jane Bay, and stopped in at the beautiful Eagle Nook Resort to secure a few supplies. The Eagle Nook Resort is an island gem. It's approximately 70 acres in size, surrounded by Crown land and adjacent to the Pacific Rim National Park. On board Bobby prepared our beautiful and fresh salmon for dinner, accompanied by bacon wrapped scallops, our own Dungeness crab and an arugula salad.

Much later that night, our skipper/guide/host/chef Bobby showed us just what bioluminescence in the water was – just amazing to see. Most often, bioluminescence is actually plankton that produces its own light by way of a chemical reaction. The impossible and stunning galaxy of glowing dots in the water, was matched every bit by the star count in the night sky.

The next morning Bobby had us out

“Clamming” at the end of the bay, with a rake! There are so many Manila clams there, that you don't need to dig at all! The Manila clam is a shallow burrower found in the first two inches of sand/gravel, so they were easily harvested by us raking lightly, and even hand digging. We took the opportunity to pick up a few more oysters – and then headed back to the boat. On the way, Bobby spotted a



A Bald Eagle watching our progress.

Photo by Kathleen Kjaersgaard

WEST BAY SONSHIP



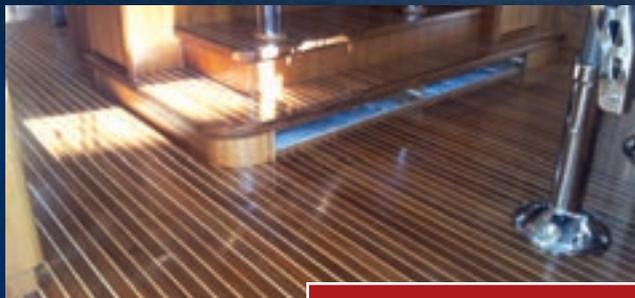
FULL SERVICE SHIPYARD • NEW YACHT CONSTRUCTION • SELECT BROKERAGE

NEW 72' SKYLOUNGE MOTORYACHT

**COME VISIT US AT THE
VANCOUVER INTERNATIONAL BOAT SHOW
JANUARY 21-25, 2015**

West Bay SonShip continues its legacy as a Full Service Shipyard and a Leading North American Builder of semi-custom luxury motor yachts, renowned for exceptional design and unparalleled workmanship.

**HULL #1 COMPLETED & SOLD, HULL #2 AVAILABLE
SEE OUR WEBSITE FOR MORE IMAGES OF HULL #1**



NO PROJECT TOO SMALL OR LARGE



From simple gel coat repairs to engine refits, and new interiors to graceful hardtop additions, you can be assured that our team of experts and craftsmen get the job done beautifully, efficiently and at competitive prices. Our well equipped shipyard is able to handle all makes and models of vessels up to 110' LOA in our on-the-water boatshed or our marine ways. Got questions? Call Danny to discuss your project or book a time - there's no time like the present to get your vessel prepared for boating season.

New Construction: Wes, 604-946-6226 ext. 101 **Shipyard Service:** Danny, 604-946-6226 ext. 107 **Brokerage:** Pierre, 604-603-9165
604-946-6226 • 8295 River Road, Delta, BC • dreams@west-bay.com • www.west-bay.com



Ucluelet Harbour - a working harbour that also hosts leisure vessels.

Photo by Thomas Kjaersgaard



Dungeness Crab that we caught at Pipestem Inlet.

Photo by Thomas Kjaersgaard

Bald Eagle perched in a tree along the shoreline. We got in close enough to get some spectacular close-ups!

From Jane Bay, we headed out to the west side of Bamfield, which is only accessible by boat, and enjoyed walking the unique boardwalk that meanders by many of the residences. In a small outdoor Café, we enjoyed coffee, biscotti and the view of the harbour and East Bamfield. On our way out of the harbour, it became quickly apparent that there was a lot of salmon fishing going on – there were many boats trolling back and forth, so we thought we'd give it another try. We came close with one of the lines suddenly pulling taught. Unfortunately, the salmon got away. Our attention was quickly diverted when seemingly out of nowhere, Bobby spotted the spout of a whale. He has much better eyes (he's a trained outdoor guide after all) than the rest of us, so it took the rest of us a little while before we saw what he had. We were close enough to get a few photos as the whale quickly made its way out towards the ocean.

We motored back through the Sechart Channel, where we



Good times and great meals onboard.

Photo by Kathleen Kjaersgaard



The boardwalk in West Bamfield.

Photo by Kathleen Kjaersgaard

ultimately had big-time success with the prawn traps! We pulled all three traps up from 150 feet of depth, and striped and spotted prawns were crawling all over the place!

Later we made anchor, re-visiting Nettle Island, where Bobby prepared a fabulous lunch of prawns and Manila clams. We carried on our way from there to Effingham Island, a popular, protected and tranquil anchorage. Bobby's dinner presentation was a fabulous mix of our fresh salmon, clams, and sundried tomatoes, served over pasta and topped with sage, oregano and parsley.

Once back in Ukee (as the locals refer to Ucluelet), and after having had the single-most unique charter experience ever, we thanked our intrepid guide and incredible host. Bobby's incredible adventures like the Ocean Harvest Tour will be available again next year, with a slight change to the fleet! There's a possibility of a new vessel, maybe even a 40 foot catamaran for 2015!

After such a great trip, we plan to join Bobby again for his planned 2015 Orca and Grizzly adventures through the Inside Passage and Great Bear Rain Forest. Standby for adventure! •

www.wildpacificsailing.com



INCREDIBLY OPEN-MINDED.

[You and the 390 Express Coupe]



390
EXPRESS
COUPE

Like you, the phenomenal 390 Express Coupe is ready—and adroitly prepared to handle—any and every imaginable possibility. Designed with Cruisers Yachts' hallmark styling and the most modern and luxurious of amenities, the 390 is built to please. It features the largest sunroof in its class to afford coast-to-coast views. And the uncompromisingly spacious cockpit ensures convertible options for dining, lounging or entertaining a crowd. Now you can boldly go wherever the day takes you in unmatched style.



CRUISERS YACHTS

Visit cruisersyachts.com for a schedule of boat show appearances.

Game CHANGER!

Changing Boat Designs and Features Respond to Changing Demographics and Changing Lifestyles

By Andy Adams

Since boats and boating went through the revolutionary change from wooden construction to fiberglass and aluminum, I don't think I have ever seen such profound and dramatic changes in design as we are seeing right now. The boat shows this year will be alive with excitement as these new designs open up fresh avenues of boating enjoyment for families and friends.

The factors driving these changes are broad and far-reaching and they reflect the changing demographics and changing lifestyles that are taking place right now.

Across North America, the baby boom generation continues to be a major force in boating and therefore in boat design. As this group sees their offspring grow up and bless them with the grandchildren, there is an understandable

desire to want to keep people together and continue enjoying those great family times. A boat has always been an ideal focal point for that.

But, today's technology and fast-paced lifestyle makes it increasingly difficult to get everyone together in one place at one time.

Where people used to leave work on a Friday afternoon and could comfortably

CRUISERS YACHTS 328 SS

A full review is in this issue of Canadian Yachting on page 99 but the highlights include an electric folding aft bench seat that can face forward, face aft, fold into a lounge position or fold flat for tanning at the touch of a button. Then, you can get the option of swivel helm and companion seats. These accommodate 4 people facing forward for fast running, then turnaround to make the interior a big conversation area.

Here is the boat that we credit with starting the swing to big, fast day boats that include overnight accommodation and even an enclosed private head. It's the Cruisers Yachts 328 SS, the 2013 Boat of the Year award winner and a brisk seller for Cruisers Yachts dealers.



Next, the bow can convert from seating for five or more into a big sun bed. It even has a separate stereo system, cooler and hi / lo table. The 328 SS is 33 feet of 50 mph sport boat that includes a double berth and enclosed head. Yahoo!

Just as the world has turned away from sedans and embraced sport-utility vehicles in the automotive world, changing tastes and lifestyles have driven the design of the new Chris-Craft Launch 36 to deliver far more versatility.



CHRIS-CRAFT LAUNCH 36

The Launch 36 still has considerable cabin space to accommodate cruising, but the emphasis is on above-decks features to support a broad range of family activities. One reflection of this is the galley-up design. The galley unit is positioned behind the helm seats, facing the big cockpit area, ready to serve a hungry and thirsty gang of guests.



Canadian Yachting's John Armstrong demonstrates how the cockpit galley unit on the Chris-Craft Launch 36 opens up to reveal a backsplash under the cover, sink, a cooktop to starboard and an electric grill to port as well as microwave, refrigerator and an ice-maker that can all be in this above decks entertaining area.

BENETEAU OCEANIS 35

At the same time, this brand-new design incorporates features like hard chines for speed and stability, a drop transom and a handsome arch to make the cockpit more comfortable and the sheeting easier.



Buyers can choose the layout that best suits them. Almost everything is an option and they can modify the number of cabins, their partition or openness, the galley space and even details like the inclusion of a separate shower or helm seat.



Another interesting aspect of today's changing lifestyles is the desire to be able to have what you want, not necessarily what a designer thinks you ought to have. To best tailor their latest design to the individual buyer, Beneteau has just introduced their Oceanis 35 model which is available in three different configurations; Day Sailor, Weekender or Cruiser.

FOUR WINNS HORIZON 440

This is the largest bowrider on the market. Period. It's so new that the Four Winns people didn't even have running shot photography for this issue of Canadian Yachting but we wanted to share this boat with you right away. All 44 feet are designed for comfortable living and generous entertaining. Among the many amenities is the hydraulic table in the bow area. At the touch of a button, this dining table lowers to convert to a spacious sun tanning area.



You can order a Four Winns Horizon 440 with a cabin that looks like this - very elegant and with amenities that can include a large head with enclosed shower. Other features are an available 40" TV, cockpit grill, refrigerator and ice maker and a retractable hardtop for access to the forward bow area.



JEANNEAU SUN FAST 3600

The lightweight, powerful hull with its hard chine, twin rudders and lead keel contributes to this new Sun Fast's speed, balance and stability on all tacks. Perfectly adapted to solo, doublehanded, and crewed regattas, the Sun Fast 3600 is designed to compete in both inshore and offshore races.

Available with twin, composite tillers or wheel steering and choices in mainsheet management, the deck layout ensures easy handling through well thought-out ergonomics and optimized sailing functions.

Video:

<https://www.youtube.com/watch?v=JOvGA1NILEM>

Another new design trend is expressed in the Jeanneau Sun fast 3600 designed by Daniel Andrieu. The Sun Fast 3600 benefits from the latest advances in vacuum-bagged resin infusion to ensure exceptional strength and rigidity while drastically reducing weight.



LAGOON 450

Lagoon is part of the Beneteau Group, probably the world's biggest builder of cruising catamarans. Designed by VPLP (Van Petegham Lauriot, Prevost Signature) naval architects. Catamaran designs can offer an expanse of flat decking and living areas both on deck and below, that monohull boats cannot match in the same length.

Photo Credit: Nicolas Clairs

The Lagoon 450 is offered in three or four cabin versions with layouts to accommodate grand family and social gatherings.



Talking about design changes, we think that the day of the catamaran has really arrived. For its size and cost a catamaran design can provide remarkable accommodations and a stunning example of this is the new Lagoon 450.

BOSTON WHALER OUTRAGE 420

The helm area of the 420 is spectacular in its ability to accommodate up to six passengers while underway, all facing forward, standing or sitting.

The quad Mercury Verado outboard engines deliver breath-taking speed as well as quiet trolling...remarkable! An actuated captain's seat and dual forward-or-backward facing companion seating is accompanied by an entire second row: a conversion bench that flips to face forward, or aft for when the main action is in the rear cockpit. What action? Fishing of course!



Somewhere beyond the sport utility vessel is the Swiss Army Knife vessel and we think it just might be the Boston Whaler 420 Outrage. 'Gotta like the lines on this - it's clearly much more than a fishing boat.

The 420 Outrage is designed for onboard entertaining, with an expansive bow area designed with clever backrest configurations that provide 360-degree seating around the large, removable bow table.

An available sunshade easily deploys over the area, providing welcome protection from the sun even when anchored far from shore. Another sunshade extends aft beyond the hardtop to shelter passengers in the cockpit.

take the whole weekend to be away at the lake or out on their boat, technology and mobile devices mean that the office can track you right into your leisure time.

Our children and grandchildren may not see this as a problem. In fact, it seems clear that they love their technol-

ogy, take their texting, music and videos with them wherever they go - they want to stay connected.

Accommodating that, family leisure time needs to come in shorter increments and that's where we see some of the most dramatic changes in new boat design,

especially amongst powerboats.

From a design and innovation perspective, the first sign of the oncoming wave of change was the move to express cruisers with fully enclosed cabins and no canvas. Both designers and builders were responding to the fact that as people get older and have less time, they don't want to struggle with removing and folding canvas before they head out. It's a lot easier to just unlock a glass door and fire up the engines so we've seen an increasingly large number of fully enclosed yachts enter the market.

Sun and fresh air are still high on most people's list of priorities, so we're seeing more and more of these boats being equipped with huge sunroofs, many of them electrically operated. Now, at the touch of a button the boat goes from fully enclosed hardtop to a wind-in-the-face sunny day cruiser.

Sun and fair weather is great for boating, but sometimes it can be too hot, particularly as the day wears on, so air-conditioning is becoming a more important feature, both for the comfort benefits and to ensure that weather won't interfere with your plans.

The marina industry is responding to the issue of being time short as well. In Canada, one of the biggest changes is the idea of dry-slipping the boat, using a massive 'yard bull' fork lift that can pick up even a 36 footer and in minutes, have it safely stored indoors.

Now, with some marinas, you can literally phone from the car and when you arrive, your boat can be in the water ready to go. When you're back from your time on the water, the marina can wash it off and safely store it indoors till the next time. 'No time lost and no need for guests to feel they need to help.

Now that we're seeing more marinas delivering that level of service, it becomes realistic to change from a cruiser to a day boat. One of the latest design trends is to bigger and bigger bow rider designs. These are almost entirely open, wind-in-your-hair, fast runabouts. They are big enough to be comfortable with all-day amenities like fully enclosed



Images for illustrative purpose only

THERE ARE
SMART PHONES
AND **SMART CARS**
IT'S ABOUT TIME WE GOT
SMART BOATS

GIVE YOUR BOAT A BOOST WITH THE ADDED INTELLIGENCE OF LIGHTHOUSE™ II - NOW SMARTER THAN EVER WITH TURN-BY-TURN NAVIGONICS AUTOROUTING NAVIGATION. LIGHTHOUSE II ALLOWS YOU TO SEE CLEARLY WITH MULTIFUNCTION DISPLAYS AND STEER EASILY WITH EVOLUTION 9 AXIS AUTOPILOT SYSTEMS. SMART BOAT? MORE LIKE GENIUS BOAT.



Raymarine®
BY **FLIR**

Esterline

CMC Electronics

1-800-661-3983

email navcommsales@cmcelectronics.ca www.cmcmarineelectronics.ca

/// WHEN IT MATTERS MOST YAMAHA F40

MULTI-FUNCTION TILLER | VARIABLE TROLLING SPEED | SINGLE THROTTLE VALVE DESIGN
ENSURING PEACE OF MIND FOR QUALITY TIME WITH FAMILY AND FRIENDS.

CONQUERWATER



 **YAMAHA**
Revs Your Heart



ONTARIO'S PREMIER YACHT BROKERAGE

PRE-OWNED YACHT SPECIALISTS
OVER 100 LISTINGS -POWER AND SAIL
www.NorthSouthYachtSales.com

FEATURED VESSELS



1987 Monk 36 Classic Trawler
Very well maintained!
Contact: Rocco Barca
Asking: \$129,000



1988 Gozzard G36
Exceptional Condition!
Contact: Don Allin
Asking: \$123,500



2005 Rinker 320 Fiesta Vee
Only 320 Hours!
Contact: Greg Stratyчук
Asking: \$69,900



1998 Sea Ray 310 Sundancer
Genny - Heat / Air
Contact: Fraser & Annie Campbell
Asking: \$52,900



2005 Chaparral 350 Signature
Excellent Condition! Low Hours!
Contact: Mike Burns
Asking: \$124,900



1999 Sea Ray 400 Sundancer
Brand New Canvas & Cockpit Carpet!
Contact: Mike Burns
Asking: \$124,900



Boating
Ontario
Dealer

North South Nautical Group is the first Yacht Brokerage in Canada to obtain the rating of "Endorsed Brokerage" by the Certified Professional Yacht Broker program.

SEVERAL LOCATIONS TO SERVE YOU

HEAD OFFICE:

Port Credit Harbour Marina

1 Port Street East, Port Credit, Ontario L5G 4N1

Mike Burns, CPYB President 905-717-5513

Don Allin, CPYB 905-464-1716

ST. CATHARINES

Greg Stratyчук, CPYB
905-931-4752

ORILLIA

Rocco Barca, CPYB
705-791-1908

EASTERN ONTARIO AND BEYOND

Fraser & Annie Campbell, CPYB
613-270-8151

Visit us at booth #1737 at the
Toronto International Boat Show
January 9-18, 2015

www.NorthSouthYachtSales.com



DESIGN AND INNOVATION FEATURE

CHRIS-CRAFT CATALINA 34



The latest designs stress versatility and the brand new Chris-Craft Catalina 34 is another example of the evolution of the centre console fishing boat to become an elegant entertaining vehicle. Yes, it's a capable fish-raiser and with the latest big Yamaha outboards, it's super fast as well as efficient and quiet.



For ease of entry at dockside, the Chris-Craft Catalina 34 has a door built into the side of the hull but it's more than a way to board...it's a dive door with a drop down boarding ladder - just one of many features on this new boat.



Way of Life!

WWW.SUZUKI.CA | f /SuzukiCanada

POWERFUL. DEPENDABLE. EFFICIENT. 50 YEARS OF INNOVATION.



LEAN BURN

MAXIMIZING FUEL ECONOMY AND PERFORMANCE

Through our advanced Lean Burn Fuel Control System, Suzuki outboards offer superb fuel efficiency, without sacrificing performance. Just one more example of Suzuki engineering in action.



LOWER EMISSIONS, EFFICIENT OPERATION

Suzuki's highly efficient four-stroke technologies produce lower emissions which allows outboards to conform to some of the world's strictest emissions standards*1 including the EURO 1 emissions Standards*2, and receive a three-star rating from the California Air Resources Board (CARB).

3 YEAR STANDARD FACTORY WARRANTY

ASK YOUR DEALER ABOUT SUZUKI EXTENDED WARRANTY

Suzuki celebrates 50 years of innovation by adding 4 new incredible engines to our Award-Winning lineup; the new battery-less fuel injected DF9.9, the award winning DF25/30, our high power DF150TG and the new 4 cylinder DF200A/AP.

- Suzuki innovations include such industry-leading features as Selective Rotation, battery-less EFI, drive-by-wire, Lean-Burn and much more!
- 54 models ranging from the featherweight DF2.5 to the flagship DF300.
- Proud IBEX 2014 Innovation Award for the new DF25/30.

Looking for a dependable 4-Stroke outboard with a proven history of innovation, performance and efficiency? Visit your local Suzuki dealer or suzuki.ca today!

*1 Emission Standards compliance is region specific.

*2 The EU emissions standards (exhaust gases and noise levels) set by European Parliament and Council.



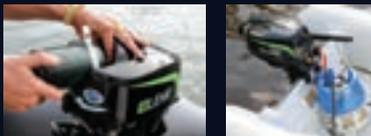
JEANNEAU 64

**THE
WORLD'S FIRST
PROPANE
POWERED
OUTBOARD
ENGINES**



AVAILABLE IN

**2.5hp, 5.0hp,
9.9hp & 15hp**



Suppliers to the Marine Industry
1494 Powell St
Vancouver, BC V5L 5B5
Phone: 604-253-7721
Toll Free: 800-663-0600



Specialty Marine Hardware
70 Ellis Drive Unit 1
Barrie, ON L4N 8Z3
Phone: 705-721-0143
Toll Free: 800-565-9561

Contact us for a dealer nearest you



The new Jeanneau 64, flagship of the Jeanneau yacht line takes things to yet another level. This is truly a yacht with a size and sail plan that would seem intimidating at first but the design innovation here is the electric furling main with self-tailing jib and an electric winch for the main. Sailing this impressive big yacht is much more manageable than it's size would suggest and the electric winch, located below decks means you don't get piles of sheet in the cockpit either.

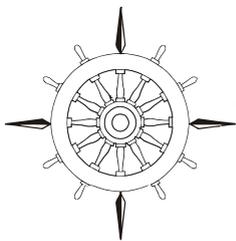
Plus, the cockpit here is simply expansive and is separate from the helm area for elegant entertaining.



peace of mind ...

McMichael-Davis Marine Insurance provides comprehensive marine recreational insurance coverage[†] to meet your unique coverage needs. Power, performance, sail, liveaboard or southern navigation ... let us help you achieve peace of mind!

Serving Ontario boaters since 1993

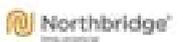


McMichael-Davis
MARINE INSURANCE LTD.

www.mcmichael-davis.ca

2421 MARINE DRIVE OAKVILLE, ONTARIO L6L 1C6
TEL: 905-847-1616 FAX: 905-847-0780 TOLL FREE: 1-888-821-8833

[†] Underwritten by Northbridge General Insurance Corporation



DESIGN AND INNOVATION FEATURE



Then, if the weather doesn't cooperate, head below to the spacious and bright cabin and gather around the big dining table!

heads, cabin space where children or pets can get out of the sun, privacy for people to change into bathing suits and also, they are big enough boats to accommodate sleeping onboard overnight occasionally too.

A major design force in new boats is to deliver a "quality time" boating experience in a shorter time frame.

These same changes are also driving innovation and design in sailboats. Larger cockpits with drop-down transoms that create a living space on the water for swimming and diving as well as an easier way to step on board from the dock make the latest sailboats dramatically different from older designs.

Wider and flatter side decks better accommodate that trick knee or sore hip and simpler sail plans, more and more including electric furling and sheeting, are making it easier to sail, even

when fewer crew are available.

The biggest innovations may well be the electric furling and electric sheeting that make it possible to sail well with fewer hands and reduced effort.

In sailing, we are seeing many design innovations that address the changing demographics and lifestyle considerations we all are dealing with. Come to the boat shows this winter and see all these changes and more first hand!

While older designs were geared to getting as many amenities as possible into the hull length for cruising, the trend today is to spend less actual time onboard. When the doors open at the Toronto, Vancouver, Montreal and Halifax boat shows, expect to see some dramatic new models that re-define the boating experience. •

NEW NAME!

FOGH BOAT SUPPLIES

WE ARE STILL **THE STORE**^{*}
FOR ALL YOUR MARINE SUPPLIES

^{*} Formerly known as
THE STORE MASONS CHANDLERY

Free parking

JAN 2015
Come and see us
Booth G-539

1 Port Street East in Port Credit | Mississauga
905.278.7005 or toll free 1.800.263.1506
foghboatsupplies.com



**LIKE US on
Facebook for
your chance
to WIN!**

More Boaters Trust Us...And That Says It All.

Experience, Expertise and Dedication have made us Canada's leading insurer of pleasure craft.

Experience: Our people know more about boat insurance than any agents or brokers you will find, because that's all we do. **Expertise:** We are the only boat insurance company that offers an **instant online quote**. **Dedication:** Our claims team are fanatical when it comes to expediting your claim quickly. Our only goal is to get you back on the water.

- ✓ **Marine Expertise**
Boat Insurance Is All We Do
- ✓ **Instant OnLine Quotes**
- ✓ **Total Flexibility**
Best Rates & Customized Coverage

Call Or Visit Us Today

mdmarine.ca

1-877-627-4633

A division of McLean & Dickey Ltd.

BOAT INSURANCE





Exploring Malibu of the North

Story and photos by Craig Nicholson,
The Intrepid Cottager

Owning a runabout or personal watercraft enables boaters to do unique explorations not possible with larger cruisers. The only additional equipment needed is a good tow vehicle and trailer. This way, you can launch wherever there's a handy ramp to embark on new trailer boating adventures.

One of the most enjoyable and memorable is touring in Muskoka, Ontario. Dubbed “the Malibu of the North” by the New York Times, Muskoka has attracted the rich and famous since the latter 1800's. Its cottaging celebrities include Martin Short, Steven Spielberg, Goldie Hawn, Kurt Russell, Tom Hanks, Harry Hamlin, Cindy Crawford, Ted Rogers, Kenny G, Bill Murray, Kevin O'Leary, along with many sports and business luminaries. During the summer, the Muskoka population swells as tens of thousands of pretty well heeled cottagers take advantage of fun in the sun on its clear and sparkling waters.

THE BIG THREE

Situated in the granite terrain of Central Ontario's Canadian Shield, Muskoka is about two hours north of the Greater Toronto Area. It's easily accessible by tow vehicle from the four-lane Highways 11 and 400. This most renown of Canada's numerous summer playgrounds counts over 1,600 lakes, the big three being Lakes Muskoka, Rosseau and Joseph. These popular bodies of water feature deep, clear waters and rocky shores. They make an ideal and picturesque trailer boating destination, as I've discovered on several Sea-Doo watercraft expeditions.

Trailer Boating in Muskoka, Ontario



Fancy boathouses dot Muskoka shores.

Most lakes in Muskoka are land-bound, but navigable waters connect the big three, plus two smaller ones, Little Lake Joseph and Portage Lake. Lakes Muskoka, Rosseau and Joseph are also dotted with many islands of various sizes and shapes, creating countless sheltered channels and quiet inlets. That's a lot of waterway to enjoy, given that the combined length (approximately, as the loon flies) of the big three is... Lake Muskoka - 25 kilometres; Lake Rosseau - 17 kilometres; and Lake Joseph - 22 kilometres. For trailer boaters, these attributes provide many choices for cruising opportunities along 100's of kilometres of scenic shoreline and placid backwaters.



Architectural eye candy.



Lake Rosseau Lighthouse.

PUBLIC LAUNCHES

There are several pre-requisites for a good trailer boating destination. One is a serviceable launch site with available docks, parking and bathroom facilities. Fortunately, the big three Muskoka lakes are well equipped in this regard. About a dozen public (free) launches are scattered around the big three, although more of them are located on Lake Muskoka than the other two. In addition, there are several marinas with gas on each lake, most with their own pay-as-you-go launch.

MUSKOKA WHARF

For most of our Muskoka Sea-Doo tours, we hit the water at Muskoka Wharf, located at the southeast end of Muskoka Bay (alternatively called “Gravenhurst Bay”) in the Town of Gravenhurst. Muskoka Wharf is an ambitious development that includes restaurants, shops, condos and the Muskoka Boat & Heritage Centre. It also serves as the homeport for the cruise steamships Segwin and Wenonah II and is the convenient site of our usual staging hotel, the Residence Inn by Marriott. Not only does the Residence Inn by Marriott provide us with premier lodgings and amenities, but it’s also a stone’s throw away from multiple, concrete launch ramps, two double-wide and one of single width. A bonus is that Muskoka Wharf Marine is located adjacent to the ramps too. It pumps gas and offers repair service as well as boat, PWC and other watersports rentals. The launching and parking are free at these Muskoka Wharf launches, just be sure to ask at the hotel or marina where it’s best to park, especially if you are staying overnight.

NAVIGABLE WATERS

Another pre-requisite for a good trailer boating destination is navigable waters. In this respect, Lakes Muskoka, Rosseau and Joseph are excellent for cruising and as already mentioned, interconnected. The main routes are well charted and designated with channel markers and buoys. Most of the water is deep with few obstructions. Local cottagers who don’t want their boats damaged anymore than you do yours have installed floating markers to indicate any rocks and shoals.

Navigability also means it’s easy to find your way, and once again these Muskoka Lakes deliver. Before starting and even if you rely on GPS, I recommend investing some time in studying both marine charts and road maps. Orienting yourself will provide a clear picture of the shape and position of the three big

lakes, how they connect, and where the key towns and roads are, including Gravenhurst (south end of Lake Muskoka), Port Carling (between Lake Muskoka and Lake Rosseau), Rosseau (north end of Lake Rosseau), Port Sandfield (at the southern connection of Lakes Rosseau and Joseph) and Bala (west side of Lake Muskoka). That accomplished, it’s hard to get lost, especially if you’re not too proud to stop at any cottage dock to ask for directions. Also, there’s normally enough other boat traffic on the water that, when in doubt about where to go, it’s easy to play follow the leader.

One other aspect of trouble-free navigation is crucial for trailer boats. That’s being able to avoid rough water as much as possible on a windy day. Although these Muskoka Lakes are decent size, they are broken up by their irregular shorelines with plenty of points, bays and coves. These terrain features provide good windbreaks, as do the many islands, so one can always avoid the more open parts of the lakes by hugging the shore and cruising protected channels. Also, the directional orientation of the lakes is northwest to southeast, so they are less affected by the predominantly west winds than are east-west configured lakes or wide open bodies of water like Georgian Bay or the Great Lakes.

RIVER ROUTES

In addition to the lakes, there are three rivers to know about. One is the Muskoka River, which runs east from the eastern shore of Lake Muskoka. It runs about eight kilometres or so to The Town of Bracebridge. The Lake Muskoka end is clearly marked with buoys, but be advised that the river is a slow speed zone the entire way to town so the round trip takes some time to complete.

The other two rivers are connectors between the big three. One is the Indian River, running from the northern end of Lake Muskoka through Port Carling to Lake Rosseau. It too is a slow speed zone for about six kilometres, but that journey is broken up by the town itself and the Port Carling locks (There are two of them side by side – the larger one is staff operated; the smaller self-operated. You lock through one or the other to get from lake to lake). The other watercourse is the Joe River, which connects Lakes Rosseau and Joseph and has only two brief slow zones in its almost four kilometres.



Steamship Segwin in Gravenhurst Narrows.

EYE CANDY

A third pre-requisite for a good trailer boating destination is unique sights to see. The big three Muskoka lakes offer a plethora of natural and man-made eye grabbers. Their shores are a picturesque mix of granite cliffs, dense forests, sparkling waterfalls and Group of Seven scenery. There are two iconic lighthouses that can be seen from miles away. One is at the south end of Lake Muskoka, marking the entrance to Gravenhurst Narrows (also known as “Lighthouse Narrows”). The other is on Lake Rosseau, marking a shoal just south of the Village of Rosseau.

For first timers, it’s these and other man-made structures that garner the most attention. My first impression was that there must be more square footage of boathouse here than most lakes have of cottage. And ‘house’ is the descriptive part of that boathouse word. No mere marine garages, these. I’m talking double storey, two to eight slip structures built right on the water. One especially tall boathouse even accommodates a sailboat, mast up and all!

Most often, these boathouses replicate the adjacent ‘cottage’ – itself a misnomer if there ever was one, judging by the size and substance of these lakeside mansions. Muskoka cottages are of every conceivable style, configuration and size (some of 10,000 or more square feet). This eye candy is as spectacular as it gets – like cruising through the pages of an architecture magazine. Each of the big three lakes boast its share of this primo real estate, but the most impressive edifices tend to be found on the more recently settled northern shores of Lakes Rosseau and Joseph.

Yet, despite the number of cottages on the big three lakes, plenty of natural shoreline remains. In part, that’s because many cottages are nestled into the midst of oversized and otherwise unspoiled lots. Surprisingly, there’s also a fair amount of privately owned but undeveloped waterfront. At the end of Lake

Who to Contact

Ontario Tourism - www.gorideontario.ca
Muskoka Tourism - www.discovermuskoka.ca

My Favourite Restaurants with Docks

Boston Pizza, Gravenhurst (Lake Muskoka)
Farmer’s Market, Rosseau (Lake Rosseau)
– Friday only, July & August
Gordon Bay Marina, Portage Bay (Lake Joseph)
– homemade burger stand
Crossroads Pub & Grill, Rosseau (Lake Rosseau)
– top of hill ½ km north of municipal docks
Turtle Jacks, Port Carling (Indian River)
– on west side of locks

Where We Stay

Residence Inn by Marriott, Gravenhurst. (705) 687-6600 or www.marriott.com/hotels/travel/yqari-residence-inn-gravenhurst-muskoka-wharf/. This premium hotel with a kitchen in every suite also offers hot & cold complimentary breakfast, fitness centre, indoor pool, whirlpool and free parking for trucks and trailers.

Muskoka’s East Bay, there’s even a huge tract of wilderness shoreline that’s part of Hardy Lake Provincial Park. So as busy and populated as these Muskoka Lakes can be, they still have oodles of natural appeal.

CHOOSE YOUR CRUISE

Speaking of busy, I’ve found the best time to explore the Muskoka Lakes is during the week, when launch and boat traffic is lighter. On prime summer weekends, you really have to keep a sharp eye out a full 360° as countless boats of all sizes criss-cross the waterways. But extra vigilance is a small price to pay for a trailer boat ride that will have you exclaiming to your friends: “Boy oh boy, you shoulda seen these Muskoka mansions...talk about outta this world!”

I’ve explored Lakes Muskoka, Rosseau and Joseph in various ways. By Sea-doo watercraft, I’ve embarked from Muskoka Wharf for a day ride of 200 kilometres or more, taking in the highlights of all three. I’ve also done multi day rides consisting of more leisurely reconnoitres of each lake on its own, trailering from my lodgings at The Residence Inn by Marriott to a different public launch to put in for each day. And I’ve trailered to Muskoka for shorter afternoon and evening outings on part of one of lake or another.

Whatever your choice, you’ll have a memorable excursion on Muskoka waters. Trailer boating gives you the flexibility to visit many places you can’t get to or see as effectively except by water. So why not trailer beyond your usual comfort zone and visit the Malibu of the North! •

Craig’s tours are made possible by BRP (Sea-Doo), Gateway Powersport & Marine, and Triton Trailers. For more Sea-Doo tours, visit Craig’s web site: www.intrepidcottager.com.



EVC PROVIDES TOTAL INTEGRATION. TOP TO PROP.

EASY BOATING.

Volvo Penta Electronic Vessel Control (EVC) gives you total control. Joystick driving, engine controls, trim assist and electronic displays are all at your fingertips. Learn more at volvopenta.com.

**VOLVO
PENTA**

MASTER CRAFT BOAT COVERINGS



Polycarbonate & Acrylic
80 gauge windows
AVAILABLE

Also Repairs and
Window Replacement

Email: mc.bc@telus.net
Phone: (604) 277-1421
27-12740 Trites Road,
Richmond (Steveston), BC

wallas

Dt Diesel Heaters
Dt 22-30-40

Quiet hot air heating
so you and your
neighbors can enjoy the peace.

For the dealer nearest to you. wallas.ca



Nordic Series Cook Top
that will heat your boat.
Finish cooking and drop the
blower lid down and you have
a hot air heater to warm you.



- Exceptional energy efficiency
- Quiet continuous operation
- Fully automatic operation with MPC5000
- Full range of sizes: 150 to 2800 GPD
- Easy to install modular designs
- 12V, 24V or AC powered systems

TROTAC
INTERNATIONAL COMMERCIAL INDUSTRIES
MARINE

1-866-287-6822
370 Gorge Road East
Victoria B.C.

sales@trotac.ca — trotac.ca —



Respect the Elements

Vancouver Boat Show
Jan. 21-25
Show specials!
See You There!

YANMAR 8LV370

LIGHT, QUIET, CLEAN, EXTREMELY EFFICIENT RELIABILITY



370 HP
8LV370Z with ZT370 sterndrive

**LAND-SEA
POWER LTD.**

1-866-948-5996
WWW.LANDSEAPOWER.COM

Visit our website or contact us
to find a dealer in your area.



THE PORT HOLE

WINTER 2015

One drop,
many ripples
one girl's trek
across Lake Erie **58**

Full
conference
report
71-77

IN THIS ISSUE

CPS-ECP new era in
boating education **57**

Three Days of intense
boater experience **64**

Wooden boats in
Saskatchewan **66**

Windshifts 52

Vantage Point 53

Mail Call 54

Just Ask John 55

The Cottager 69



Photo: Thomas Quine
Green Lake near Whistler, BC



The pages of Canadian Power and Sail Squadrons | Escadrilles canadiennes de plaisance



Joan Eyolfson Cadham, S, Editor-in-Chief
Saskatchewan Power and Sail Squadron

I don't know what year it was when my late husband, Jack Cadham, took his first CPS-ECP course. I do know that by the time we started dating in 1980, he was a confirmed CPS-ECP member and there was no question – that was Jack's life, and, by extension, it would be mine, too.

Given that my first sailing partner had proven the need for boating knowledge – for many years, he believed that learning by guesswork was the approved system – and given that I was about to become *Hirondelle's* crew, I knew I needed the information.

It wasn't easy. I had a houseful of teenagers and I worked shift work at a residence for emotionally disturbed pre-teens. Juggling shifts so that I could attend classes and Squadron events was a full-time challenge. Trade shifts. Take time back. Book a vacation day. I did it all.

However, for several years, that's what we did. Jack took esoteric courses heading towards his JN. I took the practical ones – weather, maintenance, marine radio. We volunteered. We attended Squadron events and national conventions. We hung out with other CPS-ECP members.

I remember the day when I woke up thinking, "Is that all there is?" I wanted to branch out, do some skiing, establish myself as a freelance writer, widen my circle of associates. We didn't abandon our CPS-ECP membership, but we did back off somewhat, each of us picking one or two volunteer activities that fed into our particular passions.

I mention this because so much of the talk during the recent national conference was about finding students and retaining members.

Jack was working towards his JN, but I quit taking courses. I was still working shift work, and trying to fit in writing time. The on-going struggle to juggle that consistent free night was just too much effort.

And that's why I think so long and hard about our potential students. There's also a fresh personal reason. My kids, now adults, have all been involved in boating of some kind. Inga said that when she and Michael needed to get their PCOC card, they seriously tried to go the CPS-ECP route. It simply didn't work. They both work odd hours, and their days off sometimes don't match. There was no way that they could fit their schedules into the course schedules of nearby Squadrons. They both work weekends; even a weekend seminar wasn't going to be the answer. So – they went with what they felt was the only route open to them – the commercial PCOC. They passed, of course, and are perfectly legal. However, Inga is very aware about the gaps in their knowledge. (Check out her story in this issue, *The Three Graces*, where she describes those gaps in her own inimitable way.)

Online courses and virtual classrooms are made for boaters like Inga and Michael – and for thousands of other boaters who know they need more information, solid, reliable information – but have jobs that compete with classroom lectures. They are also a boon to young parents whose evenings are filled with another pressing need – ferrying their children to sports practice, music lessons, dance practice, and drama club.

There's a third group that just might delight in online courses and virtual classrooms. I can't possibly be the only CPS-ECP member who wonders whether his or her (or my) boating knowledge is outdated. I would be delighted to take an online course – and, no, I wouldn't take the exam. The course would be, as Carolyn Reid said during her AGM report, for the knowledge.

"We need to go to the boater where the boater lives," Chief Commander Robert Baldrige, SN, USPS said during his talk at the AGM. I couldn't agree more.



Find CPS-ECP ON SOCIAL MEDIA

www.facebook.com/CPSboat
www.cpsboat.wordpress.com

www.twitter.com/CPSboat
www.youtube.com/CPSECP



Joseph Gatfield, JN, Chief Commander
Windsor Power and Sail Squadron

A year ago as the Members of CPS-ECP overwhelmingly accepted our plan to move forward with the acceptance of new Articles of Continuance and By-laws, I committed that we would continue to build on our past strengths and traditions and that we would navigate safely and securely as we transition to a new and vital CPS-ECP. We have done just that and on July 15th, Canadian Power and Sail Squadrons/Escadrilles canadiennes de plaisance received its official notice of Continuance. **CONGRATULATIONS.** We celebrated 75 years of remarkable history and contributions in Boating Safety Education to the public of Canada and the Members of Canada's leading Volunteer Boating Education Organization last year and this year, we move forward. If you recall, as we travelled the country explaining the process we were going through in meeting the mandate of the new Not-for-Profit Act, we likened it to building a new home. The home is now built and we have moved in. As in any new home, there is a settling in period and then you "adjust" to your lifestyle... time will tell whether we change the colour on the walls, or the carpet on the floor, but our home is your home and you have built it. Thank you for your confidence and your support as we could not have accomplished this without you.

The one most important item of consistency that we filed with our Articles of Continuance was the Objects of the Corporation... they remained unchanged from the original filing in 1947. As I have often stated, we are that

lighthouse on the shore... through your continued efforts, you have and continue to bring boaters home safely.

CPS-ECP has now elected its first Board of Directors and Executive Committee. Progressive change is healthy and with the new Governance Structure comes new and revised responsibilities. The National organization of CPS-ECP is not just a Board and Executive Committee, it is the Membership, the Squadrons, the Districts and our Partners and Sponsors who are all vital in maintaining the Mission and Values of CPS-ECP and our ongoing continued success.

During the recent National Conference there were many questions about the home we were moving into and where we were going to place various items within the home. I am pleased that these were all furnishing issues as opposed to structural issues. Moving after

75 years is not easy in anyone's life, but when you move, you take with you your legacy, your traditions and practices... modified to suit your new surroundings.

I am pleased to be able to continue to navigate CPS-ECP through our settling in period and be able to see that shining light that will bring us ashore safely having completed this journey.

My and our journey continues together... we are all that lighthouse on the shore and we will continue to bring boaters home safely.

Moving after 75 years is not easy in anyone's life, but when you move, you take with you your legacy, your traditions and practices



Canadian Power and Sail Squadrons

Published by Authority
of the Board of Directors

Chair, Communications Committee
Frederic Carter, P

Deputy Chair
Susan Cooper

Editor-in-Chief
Joan Eyolfson Cadham, S

Art Director
Vanessa Schmidt

Graphic Designer
Elizabeth Laverty

Proofreaders
Louise White, SN
Doris Trelenberg, AP

Photographer
Don Butt, AP

Editorial Review Committee
R. John Garside, AP
Joan McBride
Charles Morris
Donald Whyte, SN

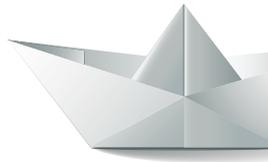
Contributing Editors
Nick Baets
Josef Bossart,
John Barry, AP
T. Milne Dick, N
Joseph Gatfield, JN
John Gullick, AP
James R. Hay, JN
John Hinksman, SN,
Katherine Haslam
James Hay, JN
Kristen Jerry
Jim McLarty

Published 4 times per year: January,
April, July and September. Copy deadline
is ten weeks prior to publication. Editor-
ial copy and correspondence should be
sent to theporthole@cps-ecp.ca

Patron
H.R.H. The Prince Philip
Duke of Edinburgh, K.G., K.T.

Canadian Power and Sail Squadrons
Escadrilles canadiennes de plaisance
26 Golden Gate Court
Toronto, ON M1P 3A5
1-888-CPS-BOAT F. 416-293-2445
theporthole@cps-ecp.ca
www.cps-ecp.ca

Executive Director
Walter Kowalchuk



MAIL CALL

theporthole@cps-ecp.ca

Jim Smith, Saskatchewan Squadron

I am the charter Commander for the Saskatchewan Squadron and the current Squadron Commander since volunteering for that role at our AGM on June 17, 2014.

I've found that our operations have changed since 1991 but our goals are still mostly the same. We want to make friends in boating, have FUN and teach other boaters how to enjoy this activity safely and let their new-found knowledge increase the pleasure they experience as pleasure boaters.

When we started our Squadron, we were on very shaky legs. We passed everyone in our initial boating course (the exam was on May 9, 1989), which gave us the exact minimum number of Boating Course graduates to form a Squadron (February 23, 1991 at HMCS Unicorn, Saskatoon). One of our students was the 12-year-old daughter of our instructor. She joined.

We had very little money at the start. I remember Treasurers' Reports presenting totals of less than \$10.00. But we succeeded and over the years we've done quite well.

Our prairie environment isn't all that welcoming, either. Most of the boats in Saskatchewan are smaller runabouts or fishing boats. We have very few marked channels or buoys and only Lac la Ronge has a chart. Most of our larger boats are sailboats at the Lake Diefenbaker Yacht Club on Lake Diefenbaker and they are members of the Canadian Yachting Association. At the time we started, CYA was another competitor in the training area.

We did just fine, however, and guided a good many eager students through the Boating Course and several other courses. I wandered a respectable distance away from our Squadron, but always retained my membership and my interest.

Along came PCOC! All of a sudden we found ourselves competing with our own government for students, and as usual they had set themselves up with several advantages. Firstly, their course is mandatory. Not ours. Second, their course is very low

cost. Ours are comparatively pricey. Third, their course is pretty easy. Again, ours takes several sessions followed by a challenging exam. Finally, they have described their course with the term "Proficiency". By comparison, our courses are PhDs.

The masses were not impressed with these new regulations; they viewed it as another tax. Most determined to get these government-mandated cards as cheaply as possible while learning as little as possible. Last year, we had zero enquiries about our Boating Course.

By the time our AGM rolled around we had members who thought we should shut down the Squadron while others were ready to try some fresh ideas first. We are making some changes.

I took on this role with the promise of a year off for the entire Squadron. We will not offer any courses over this winter. We are still making plans; no holiday from planning.

We are re-activating both our Facebook page and, with help from D/C Clark Berry, we'll also be re-opening our Squadron website so we can participate fully in the Web Based Administration System.

We'll offer courses in 2015, two for starters, Marine Radio course in the Lake Diefenbaker Yacht Club clubhouse at Elbow, Saskatchewan on June 13 and 14, 2015, and Boating Essentials at Saskatchewan Polytechnic in Saskatoon on September 15, 2015. We want to get both courses listed on www.boatingcourses.ca.

We'll also place posters in all the local boat dealers, fishing and sport shops directing people to our websites. This also allows us to introduce ourselves and establish more contact with the local boating industry people, explain to them who we are, what we do and promote the value of our great courses.

And we'll have fun every step of the way. We just had the Squadron over for a BBQ. It was a big success; we have found some new energy.



John Gullick, AP
Manager, Government and Special Programs

Enviro Friendly Cleaning Products

When attending Spring Launch or Winter Layup activities I get asked from time to time how best to get rid of that grease and oil residue that seems to grow around engines, bilges and waterlines. There are many degreasers, bilge and hull cleaners on the market but most just emulsify the oil and grease and then leave it lying on the ground to soak in and create an environmental problem.

As recreational boaters we are all responsible to ensure that we leave as small a footprint behind us as possible and the use of environmentally friendly products is one of the best ways to do that. At your marine store look for the EcoLogo on certified products.

I recently ran across a really great solution. On Saturday May 10, the Trent Severn Antique and Classic Boat Association held its annual Show and Tell Gabfest and BBQ. About 45 club members and friends attended and we enjoyed a great sunny day of friendship, food, tall tales, lots of Q&A and a special presentation given by Brian Blondin and Bob Gossling from Golden Enviro Products. They presented a live and very practical demonstration of one of their main environmentally friendly cleaning products, BIM 200.

First we tackled the bilge of one of their member's newly re-finished Chris Craft. A quick spray application, twenty minute wait and then a power wash produced excellent results, even without scrubbing. It was great to know that the product would not penetrate wood that had been properly sealed with varnish or wax so we did not have to worry about overspray. Anything that ended up on the ground would just continue to eat away at any oil that had dripped from standing vehicles.

Here I have taken material from their product information:

BIM 200™ cleaner and degreaser is an effective, environmentally safe and fast way to clean oil, grease and fuel spills, splashes and stains. Its versatile applications help clean the

toughest penetrating stains on many surfaces while digesting hydrocarbons. BIM 200™ sets a new standard for cleaning and deodorizing hydrocarbons by combining the power of microbes with a unique surfactant system that is approved as biodegradable and environmentally friendly.

It is also good to note that BIM 200 is UL Environment and EcoLogo certified. BIM 200 is also LEED certified by the U.S. Green Building Council and BIM 200 was the 2012 CASBA award winner for safeguarding the environment.

BIM 200™ can clean up oil and gas spills, grease spills, motor oil, diesel fuel and hydrocarbons. Use it on trucks, cars, heavy equipment and agricultural equipment. It is ideal for furnace oil leaks and spills in the home, workshop, garage floor and driveway. Use for emergency applications after accidents to quickly clean up oil and gas spills and in mechanical shops, manufacturing facilities and garages where oil and fuel spills are frequent. It penetrates tough spills on porous surfaces such as concrete and brick.

To demonstrate this we then sprayed BIM 200 onto a large oil stain on the workshop floor which had been growing under the garden tractor that was kept there over the winter. Within minutes we saw the oil disappearing without even scrubbing. We let it sit for twenty minutes and power washed it down. The surface oil was gone. We then resprayed to let the microbes work away at gobbling up the oil beneath the surface. Ten days later the stain was almost gone.

Pristine lake waters contain many thousands of naturally occurring bacteria per litre. These naturally-occurring bacteria maintain the fertility of soil, they transform minerals and nutrients in water and sediments, and degrade leaf litter and other plant materials producing materials useful to other organisms. The microbes in BIM 200 metabolize oil and gas products, converting them to water and harmless gasses.

Plastic beads now in Canada's fresh water sediment

Joan Eyolfson Cadham, S
Saskatchewan Power and Sail Squadron

They are tiny beads, microbeads, multicoloured, made from the most commonly used plastic, polystyrene. They are found extensively in cosmetic products, in facial washes, shower gels, and in tooth paste, where they serve as exfoliators, scrubbers and whiteners. The tiny beads have been found in the world's oceans, but more recently, and for the first time, they have been discovered in fresh water, in the sediment of Canada's St. Lawrence River and Lac St-Francois.

Scientists have long known that microplastics are contaminating the world's oceans, but samples have always been taken from the surface water. More recently, a team of researchers from McGill University and the Quebec government dug into the bottom of the St. Lawrence River and Lac St-Francois, and counted more than 1,000 microbeads per litre of sediment. To compound the problem,

researchers explained that they were looking for the larger beads, which means that countless numbers of smaller ones might have gone undetected.

The discovery was almost accidental. The research team was collecting sediment from 10 sites along 320 kilometers of the St. Lawrence River in order to study an invasive species, the Asian Clam. During this work, they noticed that almost all the sediment held the beads. That finding shattered previous understanding that, rather than sinking to river and lake bottoms, the plastic beads would be washed out into the oceans.

The microbeads collect toxins and, therefore, can be a hazard for fish that swallow them. The McGill team will now study how much of these toxins are in the food chain.

Meanwhile, Illinois has banned the sale of cosmetics that contain microbeads. Illinois is the first state to pass such a law, which is being called for by Quebec's Green Party where leaders hope that a few state or provincial bans could lead to a uniform ban across North America.

WINTER AND ICE HAZARDS

T. Milne Dick N, Midland Power and Sail Squadron

Ice, as we all know, dominates our waterways in winter. It cannot be emphasized strongly enough that nowhere is an ice cover 100 per cent safe. This is why:

Ice forms when the water surface temperature falls to 0° C.

In lakes, once an ice cover forms, there is usually a top layer of water at zero degrees sitting on top of a layer of water near 4°C, a temperature at which water attains its maximum density. The difference in density between the water layers is very small, but it is easily disturbed, bringing 4° C water in contact with the ice.

In rivers, owing to the turbulence of the flow, there is no such layering and, when ice forms, all of the water is at 0° C.

There is always a risk of failure in an ice cover. In our area, despite the ice cover, atmospheric pressure gradients over the lake may cause water to flow both ways in the connecting channels which are very numerous around here. Warmer water at 4°C can be brought up to melt or to thin the ice cover. This principle is used when air bubblers are installed to

keep areas ice free. Open water may occur (polynas), creating new and unforeseen major hazards, especially when traveling over the ice at night.

Sewer outfalls and springs also keep areas open or cause thinner ice.

In rivers that are frozen, there is no layering of the water. All is at zero degrees. However, ground water supplying the flow is warmer and may also cause thin ice.

Sewer outfalls may cause thinning of the ice. The thermodynamics of ice covers clearly show that warnings about ice and the inherent dangers are not issued lightly and without cause.

There are other issues in addition to ice thinning. Loads on the ice, humans, skidoos or cars cause the ice to sag, as it must, to support the weight, but it is easily disturbed, bringing 4° C water in contact with the ice. In rivers, owing to the turbulence of the flow, there is no such layering and when ice forms, all of the water is at 0° C.

Given the always present dangers, certain strategies should be adopted to avoid or survive accidents. Ice thickness should

be checked, survival gear for immersion in freezing water should be worn. Travel at night is not advisable except perhaps on a well-marked and used track. Children are especially vulnerable and should wear a personal flotation device and be supervised.

Some guidelines for relatively safer thicknesses in hard, blue ice:

- White opaque ice has high air content and is not so strong as hard blue ice, perhaps by a factor of two.
- Grey ice indicates water in the ice and is not to be trusted.
- For hard, blue ice, avoid going on ice less than four inches or 10 cm thick. With a skidoo, the ice should be at least 12 cm or five inches thick. An automobile needs 20 to 30 cms, or eight to 12 inches.

Data taken from a card issued by the Ontario Snowmobile Safety Committee. Article originally published in the Midland Squadron True Course magazine, used with permission



The Boating Skills Virtual Trainer is funded by a generous grant from the CPS Foundation.

CPS-ECP new era in boating education

John Hinksman, SN, CPS Foundation Chair
Oakville Power and Sail Squadron

CPS-ECP has acquired a Boating Skills Virtual Trainer (BSVT). This is a simulator model jointly developed by United States Power Squadrons and Virtual Driver Interactive. This unit will allow boaters to practice the basics of recreational small boat handling. At this time it represents a center console single engine runabout type boat.

The program consists of nine preplanned lessons that cover basic manoeuvres and safe boating practices: Docking, Slalom Course, Crossing/Overtaking other vessels, Departing dock, Manoeuvring in Fairways, Pivot Turn, Mooring, Emergency Stop, Trim control in throttle, Night manoeuvres with crossing/overtaking lights, and controls to change wind and current direction and strength.

The boat can be driven all over the virtual lake which is three miles by four miles. Exercises begin at certain points and are designed to be instructor-led. Development is continuing to add other features in the not too distant future.

The BSVT embodies high end technology featuring three computer screens with a selective rotating field of vision close to 360 degrees.

It has a responsive steering wheel with console switches for horn and navigation lights and a Mercury Marine throttle. It reacts to variable settings for trim, current and wind. On the dashboard you see your compass, tach and speedometer. Students may manoeuvre through simulated exercises in a virtual environment, without the risks of a real boat on the water. The helm seat can be set up on a regular desk or conference table.

This unit is now available for use at Boat Shows or any other venues that will attract students to take CPS-ECP courses. Contact CPS-ECP National Office reservations and availability.

AT A BOAT SHOW NEAR YOU

The Boating Skills Virtual Trainer will be on a boat show tour this winter for attendees to gain hands-on experience and learn new manoeuvres, without the risk.

Take the helm at the CPS-ECP booth during the following shows:

Toronto International Boat Show, January 10 – 18

Vancouver International Boat Show, January 21 – 25

Montreal Boat and Watersports Show, February 5 – 8

Halifax International Boat Show, February 19 – 22



ONE DROP, MANY RIPPLES:

One girl's trek across Lake Erie

Kristen Jerry, Port Dover Power and Sail Squadron

Determination, courage, perseverance and dedication are all words that can be used to describe someone who is not even five feet tall. At age 14, Annaleise Carr started a journey to improve the lives of kids suffering with cancer. After attending a swim fundraiser at Camp Trillium, a privately funded camp for kids suffering with childhood cancer and their families near Waterford, Ontario, Annaleise wanted to volunteer but was told she wouldn't be able to do so until she was 18 years old. Not to be deterred, she found her own unique way to volunteer. So, what did she do? Using her passion for marathon swimming, she took up the challenge and swam

52 kilometres across Lake Ontario in August of 2012 and raised over \$250,000 for the camp.

Fast forward a year to May 1, 2013, Annaleise spoke at the Port Dover Power and Sail Squadron's annual general meeting, sharing her story about Camp Trillium and her crossing of Lake Ontario. Through photos and video of her crossing, our membership of avid boaters got to experience the frigid and unforgiving waters of Lake Ontario with Annaleise as if they were members of the crew. Annaleise, a Norfolk County resident, was surprised to discover such a knowledgeable group of the boaters within the membership of the Port Dover Squadron, all in her



Aerial shot of Annaleise's arrival in Port Dover on September 1, 2014. Photo Credit: Tim Warris Photography

own backyard. It was evident to her that if she were to take on another lake, the boating knowledge within that small room was exactly what she needed to make the crossing successful and safe. Little did anyone know that the “New Lady of the Lake”, as she was dubbed by Marilyn Bell, the first person to swim across Lake Ontario in 1954, was going to take on a challenge a little closer to home.

Annaleise Carr's Radical Crossing 2.0 – “One Drop, Many Ripples” Lake Erie (July 25 to 26)

Annaleise approached me a few months later via Twitter, indicating that Lake Erie would be her next challenge and she would require support boats to escort her across in accordance with open water swimming regulations. She would take on a 75 kilometre swim from Erie, Pennsylvania, USA to Port Dover, Ontario. This feat would be the longest crossing of this Great Lake. Within a couple of weeks, the Squadron was able to provide three boats – two sail boats and one powerboat, plus more than 12 of our members to crew on the crossing. All boat support was in place a complete year before the date that Annaleise wanted to cross which allowed for a

relationship to be formed between Annaleise, her family and the crew itself.

A total crew of 34 was assembled, made up of Port Dover Squadron members, kayakers, boat crew, doctors, swim masters and pace swimmers. The crew spent countless hours preparing. The process started in meeting rooms, creating plans, organizing the flotilla and plotting the course. Once the weather improved and the boats were afloat, practices moved to the water.

Thanks to the extensive knowledge garnered through our CPS courses, our members on the crew were able to lend their expertise to plotting the crossing from Erie to Port Dover safely, ensuring there was safety equipment for all members of the crew and they used their knowledge of the weather to watch the sky. The crew participated in two day-time practice swims and one night-time practice that allowed them to test equipment, identify their roles and to ensure the safety of the swimmer.

It was evident through the practice sessions and events the crew attended, that a strong bond was very quickly established with Annaleise and that she had our full support

Port Dover Squadron's tremendous commitment of support quickly elevated us from being a sponsor to being a partner



Annaleise swimming with determination during her trek from Erie, PA to Long Point, ON.

before she even set out on the crossing. The Port Dover Squadron's tremendous commitment of support quickly elevated us from being a sponsor to being a partner for this incredible event. As a Squadron, we felt that we were not just helping Annaleise on her fundraising marathon swim but she was also sharing the message of always being safe on the water and would make a great ambassador for us. At a crew social on June 8, I was proud to present Annaleise with an honorary membership and our Port Dover Squadron pennant.

After many months of preparation, the crew headed to Erie, PA on July 24 and set their sights on making the record-breaking crossing the following morning. Some minor time changes were necessary due to an approaching storm front but Annaleise and her crew departed Budney Beach in Presque Isle State Park in Erie, PA at 05:21 on July 25 to begin the long trek home. There are many rules that govern marathon swimming. Annaleise was not able to touch any of the boats or the crew or wear a wetsuit. The crew could not touch her or offer any type of physical support.

An infraction of any of the rules could result in the swimmer being disqualified. In order to keep up her energy, she received liquid through a tethered water bottle and solid food such as sandwiches from a lacrosse stick supplied by her coach who stayed in a zodiac that never left her side. The first five hours of the swim was a lonely time as Anna-

leise was required to swim alone. Once the five hour mark had passed, her spirits were given boost as her pacers (other swimmers allowed to join the solo swimmer) were able to enter the water and swim alongside to provide some company and motivation.

Lake Erie is the shallowest of the Great Lakes and conditions can change very quickly. Annaleise battled one to three foot waves all the way across but managed to maintain an average stroke rate of 2.5 km/hour for the majority of the swim. Mentally, she had the 75 kilometre crossing and the beach in Port Dover clearly in her sights. As the morning neared, Annaleise was 22 hours into her swim and had just rounded the tip of Long Point. After battling strong currents for several hours rounding the tip, her progress had slowed and she was beginning to show signs of fatigue. Annaleise, her coach and her swim masters decided that, in order for her to record a successful lake crossing, it would be in her best interest to conclude her swim at the tip of Long Point after 44 kilometres. She and her crew arrived back in Port Dover by boat just after 07:00 to a pier full of community members giving her a hero's welcome home. Annaleise's efforts on this swim had raised over \$150,000 for the kids at Camp Trillium.

The following day, Annaleise held a press conference at Camp Trillium to address the media. Only a little more than 24 hours after coming ashore at Long Point, 31 kilometres



Left: The members of Port Dover Power and Sail Squadron who escorted Annaleise on her crossings. Right: Chief Commander of Canadian Power and Sail Squadron, Joe Gatfield extending congratulations to Annaleise and the Port Dover Squadron during a press conference at Camp Trillium.

short of her goal, she announced to the media that “before the end of the summer I will go back to Long Point to finish my swim to Port Dover to show the kids at Camp Trillium to never give up”. As a partner in Annaleise’s crossing, the members of the Port Dover Squadron who offered their time and their boats were truly touched. The Port Dover Squadron was honoured to host Chief Commander Joe Gatfield for the weekend and to have him speak on our behalf during the press conference. The Chief spoke eloquently of Annaleise and shared his thoughts, “Your drop, Annaleise, was mighty, your ripples will move out forever. If one child forgets the pain from their disease at this camp, you have accomplished everything you set out to do”. On behalf of Port Dover Squadron, Joe said, “Annaleise, our role in your swim was to provide a safe environment on the water and help you cross and achieve your goal and the ultimate goal of raising money for Camp Trillium”.

[Annaleise’s Radical Crossing 2.5 – “NEVER give up!” Long Point to Port Dover \(August 31 to September 1\)](#)

With her eyes set on Lake Erie again, Annaleise had growing determination to conquer the last 31 kilometres for the kids at Camp Trillium by returning to Long Point a little over a month later. As a Squadron, more of the membership participated in this last leg of Annaleise’s journey, even providing an additional support boat. Our original member boats returned and many of the same crew came back to support Annaleise and help her finish what she started. In many ways, we shared Annaleise’s commitment and we also felt that we had some unfinished business with Lake Erie.

Annaleise has never had good luck with the weather on the Great Lakes. High winds and storms forced a 19-hour delay to the start of this last leg of her journey, which did not diminish her spirits one bit. The crew boarded the boats and left Port Dover at 21:45 on August 31 to make the voyage to the tip of Long Point under starlit skies. Annaleise finally caught a break and for the first time witnessed calmer lake

conditions than she had seen in her previous two lake crossings. Under a cloak of darkness she slipped into the water at 23:37. She swam strongly all the way home and, just over 12 hours later, was welcomed ashore by a crowd of more than 1,000 cheering fans. At the conclusion of this leg of her swim, her fundraising total rose to more than \$207,000 for the kids at Camp Trillium.

With the completion of her Lake Erie swims in 2014 and her Lake Ontario swim in 2012, Annaleise has raised over \$457,000, enabling over 400 kids and their families to attend Camp Trillium. Her swims have inspired both young and old and she has proven to everyone that one’s size and age should not stop you from making a difference.

From the Port Dover Squadron’s perspective, this swim has been a great public relations success. It takes a range of skills from basic boating to weather to navigation to assist in a safe open water marathon swim. This is a prime fulfilment and example of our mission statement: To increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating.

Many open water swimmers on the Great Lakes struggle to find escort boats and knowledgeable boaters. This partnership between Annaleise Carr and the Port Dover Squadron has increased our profile with the boating public and has demonstrated to the governing bodies of cross lake swims that our expertise is what is needed for a successful lake crossing.

For more information about Annaleise Carr visit: www.annaleisecarr.com

KNOW THE FACTS BEFORE JUMPING SHIP

When it comes to insurance, the last thing you want to hear from your adjuster is “You get what you pay for.” Unfortunately for Joe, truer words were never spoken.

Joe and Bill are good friends who have a passion for boating. Until recently, they had the same type of boat, stored at the same marina, and insured with the same company. Then Joe switched insurers in order to save money and suggested that Bill do the same. Bill intended to make the switch, but life got busy and before he realized it, boating season was over. The call could wait until next season.

Then the unexpected happened. Both Joe and Bill received phone calls informing them of a fire that had broken out at the marina, leaving their boats completely destroyed. They were shocked, but remained calm—after all they both had insurance.

Bill was satisfied after meeting with his insurance adjuster. He was set to receive the full \$50,000; the same amount that

his boat was insured for on his policy. Joe on the other hand, left feeling confused and frustrated. Despite having his boat insured for up to \$50,000, he would only receive \$30,000.

What Went Wrong?

Although the boat’s value on the policy has a maximum limit in the event of a total loss—\$50,000—Joe’s settlement was based on Actual Cash Value, which means the adjuster considered the replacement cost of the boat minus the depreciation factors at the time of loss.

What Joe didn’t understand before switching insurance companies was that to save money up front, he would lose an important loss settlement feature—Agreed Value. Policies settled on this basis pay the insured for the boat’s listed value on their policy and isn’t affected by depreciation. This is why Bill’s payout was much higher.

Protect Yourself

While price is a factor, it’s not the only thing to consider when choosing your coverage and provider. Here are some additional questions to ask:

- How is the loss settled?
- What deductibles apply and when?
- What is the liability limit?
- Is coverage for environmental damage, pollution cleanup, and wreck removal included?

You can’t control when a loss will occur, but you can control your insurance coverage. Don’t wait for your policy renewal, educate yourself now and find out where you stand.

Cowan Insurance Group
Stay on Course

iPad Navigation Apps Review

iSailor for iPad (\$15.00, Lakes Superior, Huron, Ontario)

They recently announced a major overhaul of their interface. I guess it’s actually different, and presumably improved, but it really hasn’t registered with me. I have a couple of beefs with this app. The first is that it is missing markers in an area I regularly boat, the area outside of Regatta Bay in particular. I’ve spoken with them in the past and they added in the markers outside of Snug Harbour but are still missing Regatta Bay. If these markers are missing what else do I need to be worried about? The second issue concerns the mapping when I’m sitting at my desk and ‘snooping’ around for new destinations and routes. It seems the variously scaled charts don’t overlap properly and it just looks strange. This gets to be a real problem with the Mink Islands where actual islands are missing if you have the view at the wrong scale.

It’s not an issue of the scale being too wide, it’s just a glitch in the system. But this app is the least expensive and if the markers are correct in your part of the world it represents a bargain.

Looking at the app again as I sit here writing this I’m finding the app to be quite buggy, not only is there a misalignment of the charts, the markers come and go as I pinch to zoom in the various areas. The markers are visible when zoomed out but not zoomed in. I see that the markers for Regatta Bay are now shown, but only if you are zoomed out sufficiently. Zoom in and they are gone.

Navionics for iPad (\$55.00, US & Canada)

There are some changes in this app, but nothing that really makes a difference in my life. Although it’s not the cheapest it represents the best value in my opinion with vector graphic mapping and very good accuracy in terms

of markers. I was also encouraged when speaking to an individual at the Toronto Boat Show in January who said Navionics is actively doing depth measurements in Georgian Bay to fill in areas with limited existing information. Those are exactly the areas that I spend my time, off the beaten track. This is a good application that is easy to use on the boat and when sitting at the desk. The standard chart package covers all of the USA and Canada, much more than I need, but I’ve actually had fun using it while on a 3-hour dinner cruise out of Philadelphia on the Delaware River.

—Josef Bossart, Parry Sound Power and Sail Squadron

Send your App reviews to: theporthole@cps-ecp.ca or join the Apps for Boaters Facebook group.

Call for Nominations - Apply Now

The Nominating Committee of Canadian Power and Sail Squadrons (CPS-ECP) is accepting applications for Director positions, to be nominated to fill vacancies on The Board of Directors at the 2015 Annual General Meeting. The Nominating Committee is responsible to, and reports to, the CPS-ECP Board of Directors. It is the responsibility of the Nominating Committee to select the best possible candidates to fill positions on the CPS-ECP Board of Directors.

The role of a Director of CPS-ECP (the Corporation) is a serious responsibility. The Directors shall manage or supervise the management of the activities and affairs of the Corporation (CPS-ECP). A Director is expected to assist in determining the direction and operations of CPS-ECP. Many items will be required to remain confidential. You will be expected to act in the best interest of CPS-ECP, and you may find conflicts between these best interests, and the interests of your own Squadron or District. The following is a list of experiences, skills and attributes which contribute to being a successful

CPS-ECP Director and Officer candidate. This is not an all-inclusive list! You should consider these before submitting an application for a Director's position.

- Ability to get along with others, leadership qualities, experience, and initiative
- Ability to think independently, and not "follow the crowd"
- Breadth of CPS-ECP experience
- Interest in Boating Education – Grade achieved, taught one or more classes
- Evidence of administrative ability (within CPS-ECP or outside)
- Enthusiasm, time available, merit mark record, attendance at National or District meetings, National Committee experience
- Commitment to CPS-ECP, and passion for the CPS-ECP Mission
- Leadership record at Squadron and District levels
- Health
- Family considerations and obligations
- Formal education
- Geographic location

- A thorough understanding of Squadron and District operations
- Completion of CPS-ECP 'Officer Training' seminar

All candidates applying for nomination as a Director of CPS-ECP are requested to complete and submit the following documentation:

- Director's Application Form
- A current resumé or curriculum vitae (c.v.)
- Skills Self-Assessment questionnaire
- A 'Statement of Vision' of your personal short- and long-term vision of CPS-ECP.

The above documents can be found on the CPS-ECP website and are available in hardcopy from our National Office.

All applications must be submitted to the chair of the Nominating Committee by February 28, 2015. Applications can be submitted electronically to nomcom@cps-ecp.org or in Hardcopy marked 'Confidential' to Chair of the Nominating Committee Canadian Power and Sail Squadrons 26 Golden Gate Court Toronto ON M1P 3A5

THE GREAT CANADIAN SHORELINE CLEANUP

Nick Baets, Chair, National Environmental Committee

I have written articles about safer products, better boating practices and energy saving tips to make boating more environmentally friendly. But this time, I'd like to highlight another aspect of boating by drawing your attention to the shores of the waters we boat in. Many of us enjoy the beautiful lakes and rivers Canada has to offer but, alas, just like drivers on the road, we collectively create litter that at some point washes up ashore. While the culprits come from a variety of sources, boaters can take responsibility for at least some of the offending flotsam.

Since 1999, a great country-wide ini-

tiative has been diligently making big inroads into the clean up of our shorelines. Unfortunately this is a never-ending task, but if each year we clean up we can at least minimize the task. I am referring to an initiative called "Great Canadian Shoreline Cleanup". They have an excellent web-site: www.shorelinecleanup.ca. It features details like the History, Sponsors, Facts & Figures, Awards and Media.

To get involved simply click the "Find a Cleanup" button. You can choose a time of year, spring or fall, then enter your boating location and it presents you with a map that has all the earmarked sites

identified. You are either given a date and time for a specific site or you can sign up as site coordinator or participant. If you cannot find a cleanup site near you, you can submit a new site for consideration.

All I can say is get involved, make a difference and join up with thousands of participants in a fight against shoreline litter. Thanks to the many dedicated volunteers who take part every year, the Great Canadian Shoreline Cleanup has become one of the largest direct action conservation events in the country.



Illustration by Sacha Warunki

THREE DAYS GRACE

Three days in a row of intense boater experience

Inga Chisholm, Chute-à-Blondeau, ON

It's amazing what can happen in a three-day span on your holidays. All in all, it was good and bad and we all learned a lot more about water safety.

It was a beautiful morning in Chute-à-Blondeau, our home along the Ottawa River. My sister Ruth and I were out on a dog walk. Ruth had suggested to her husband, Jim that he go kayaking for a little exercise before the long trip home to Shelburne, Ontario. Jim grabbed a kayak from the beach and paddled to the public launch. On his paddle back, he was hailed by a police boat.

I'd gone down to the water to check on him. From the dock, I used the binoculars to see his hand on the gunwale of the seemingly very large police boat. When I looked down at our motorboat and saw all of the life jackets there, left at the end of our trip out the day before, I knew why they'd stopped him. He also knew that having no life jacket on board was what concerned them.

The officer asked him if he had all of the safety essentials

on board. A bailer. A flash light. Fifty feet of line. A whistle. A life jacket. Jim knew he needed a life jacket but he honestly didn't know about the other four items necessary to be legal on the water. The fine for each infraction is \$110. The policeman said he was being lenient with a ticket of \$220 plus a \$20 victim cost for a \$240 total. The fine could have been as much as \$710. We also learned from Jim's misfortune that having no life jacket on board is the same as a seatbelt infraction; he lost three demerit points on his driver's license.

When Ruth and Jim left for home, we bought a safety bailer kit for every kayak and boat we have, three kayaks, a canoe and a small aluminum motorboat. We also made sure that the batteries worked for all the flashlights. The life jackets always go on, or in the webbing in the front of the kayak. Even a short kayak ride along the shore can go wrong. You never know.

The very next day we had a date to go sailing with our friend Danny, who, four years earlier, had bought a Tanzer 22, and is learning the ropes of sailing, and loving it.

We climbed aboard and looked at the mixed skies. The forecast was for clearing the next day but a mix this afternoon and evening. There were dark clouds to the east but sun and clouds to the west, so we headed there.

The winds picked up for a perfect sail. I was at the tiller while Danny and Michael dealt with the sails. We had the perfect tack up river to the local lighthouse. There was one rain cloud to starboard that we figured we could avoid by heading a little more to port. The rain was coming straight down from the isolated cloud, and it all seemed relatively innocent.

The wind picked up and Danny thought perhaps we should reef the sails but I said, "Nah, we could skirt around it," and headed further to port.

When the first drops of rain hit us, Michael went down into the cabin to get the rain ponchos. He threw them to Danny and me. I had no time to pull mine over my head so I stuck it to my chest and the wind glued it there.

Danny grabbed the jib sheet to release it as I tried to head into the wind. Suddenly the boat heeled and the sails were pushed into the water. We all leaned to starboard and looked down. The cockpit's port seat was submerged and the sails were flapping violently in the water.

I had let go of the tiller to lean with Danny, who had let go of the jib sheet, and was now hanging onto the hull. The mainsail was impossible to release with the wind holding it to the water.

Michael was stuck in the cabin, keeping as far to starboard as he could. He was looking straight at the life jackets on the port seat but couldn't reach for them. One move in that direction could have driven the sails further under water.

All three of us watched the waves fill the port side of the cockpit. I kept saying to myself and perhaps out loud, "We're not going to go; we're not going to go." Meaning pulled upside down. We were already sideways.

The winds let up slightly and I grabbed for the tiller to try to control the boat. The wind threw us down again.

Michael could see only water flow by the cabin windows and wanted desperately to get out of the cabin to help us but every movement he made to port seemed to dig the sails more deeply into the water.

By now, everything on the port seats had been swept into the Ottawa River. The sheets were still flailing and the sails, full of water, were trying to drag the mast down as well.

The wind suddenly let up again, enough for me to point down wind, and Danny quickly unleashed the sheets to pull down the jib, then released and set the mainsail and we were able to ride the squall till it headed eastward away from us.

When the sun finally came out, we looked at each other, teeth chattering from nerves and the cold and we smiled. We made it! We still had wind to deal with but we survived the squall and so did the boat. Thank God for the 1500-pound keel which kept us from rolling, and the cockpit drains that kept us from sinking.

In retrospect, there were things we did right and things we did wrong.

Safety first would have had the sails reefed or down at any sight of wind problems which was Danny's first intuition when he saw the rain cloud. Michael would have been better to have thrown us life jackets instead of rain ponchos, but, hey, it was wet that split second, not windy.

When I thought about Michael coming out of the cabin to help us, I realized that he could have easily slipped into the sails and gone under the boat. Danny and I had no control of the vessel at that time. Any one of us would have been left adrift by the boat, which apparently knows how to save itself with its solid keel and effective drains.

A safety throw line attached to the boat would be a quick way to save a swimmer. Life jackets are paramount but on a sunny day are often in the cabin or in the cockpit and could have been swept away in our situation.

We all did what we could and no one panicked. This was key to having some control in a violent storm. Making sure that everyone on board knows where every safety feature is would be prudent. Any beautiful day can change.

The next day we headed out on the motorboat with Michael's son Dillon and the dogs to bump along the shores of Voyageur Provincial Park, enjoying the sunny day. The boat was suited up with all of the safety gear that we'd learned so much about two days prior because of Jim's kayaking experience with the police boat and the lack of gear.

Michael headed out toward the large reservoir created by the Carillon Dam to avoid the shallows of the park's wetlands. He noticed a small fishing boat in the middle of the lake, with people waving at us, and immediately headed to them. A man and his son had been fishing near the marina on the other side of the lake when their motor failed. They tried to paddle against the wind for a long time but, while it was not particularly windy on the shores of the lake, once you're in the middle the winds pick up significantly.

Michael asked them where they needed to go then grabbed their tow line and we towed them slowly against the waves to the marina in Quebec, on the other side of the lake.

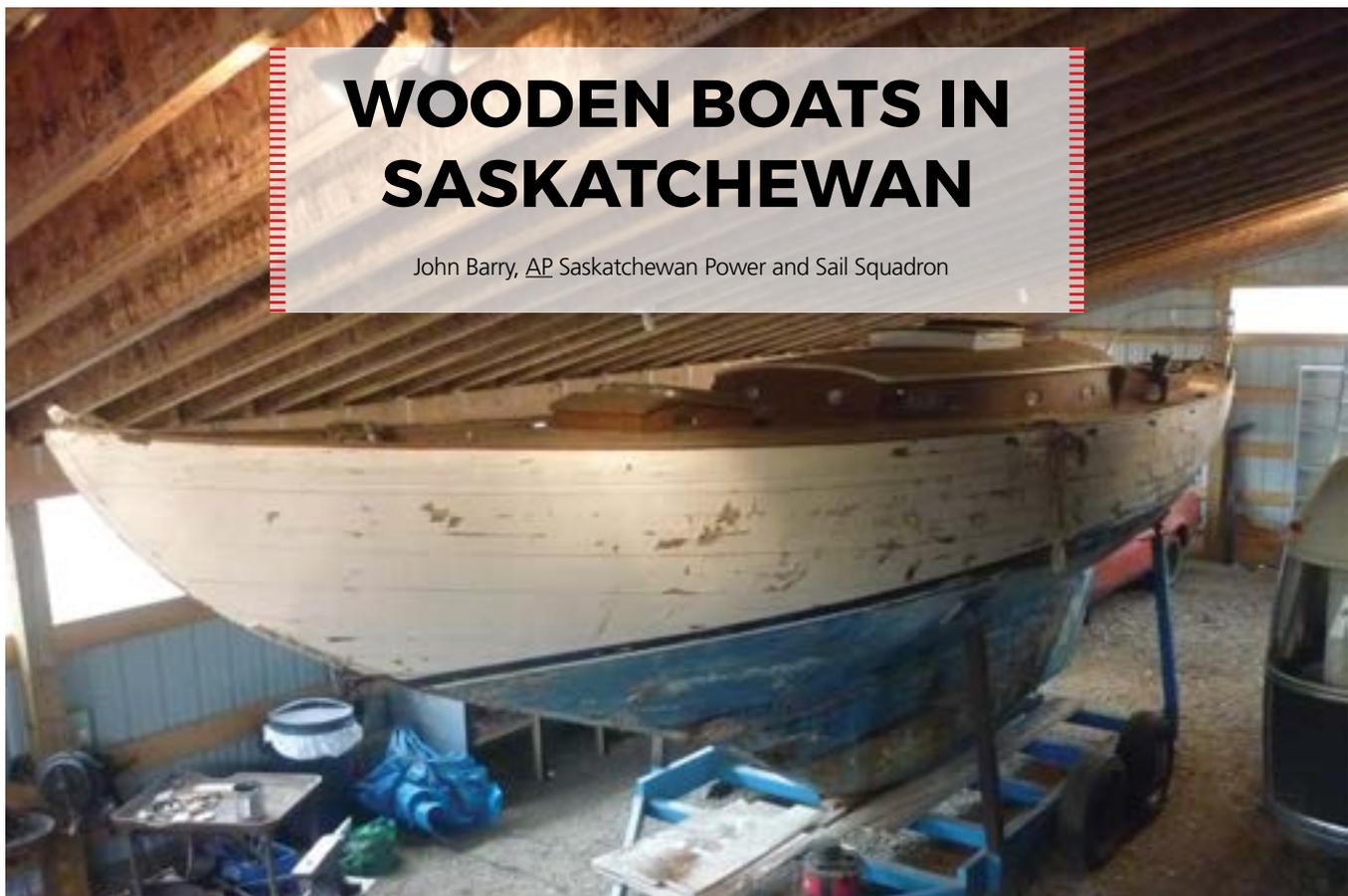
When we entered the marina and grabbed the dock, Michael asked if they were OK now. The man said, "Let me give you some money." We refused and Michael said, "You can help us some day when we need you on the water," and we motored away. We never got his name but he had time to tell us that he'd towed people to safety seven times and that this was the first time that he had needed help. It was very uplifting for all of us to have helped them.

This third day of water adventure seems to have been sent so we could experience one of the very important safety rules of life on the water. Always help another boater in need.

It was strange to have had three days in a row of intense boater experience. It made me acutely aware of safety on the water. It will perhaps keep us alive in the future.

WOODEN BOATS IN SASKATCHEWAN

John Barry, AP Saskatchewan Power and Sail Squadron



Restoration of Onna – a 34-foot wooden sailboat - is going to be a big project

Sometimes I imagine myself sitting on a veranda looking out over a beautiful bay on Canada's West or East coast, sipping a glass of peach water. But I'm not. In fact I don't even have a veranda. It is early morning sure enough, a part of the day I enjoy most with all its serenity and freshness. I am looking out over the aspen forest. I live in central Saskatchewan and as I watch the birds fly about in mid-fall, I wonder when I will start to experience the smells of wheat and barley fields being harvested. I am elated to have enjoyed the experience of sailing, rural life and all things farming.

To step away from the farm yard is to be surrounded by a sea of grain, interrupted only by a row of trees or a working combine. As the sea of wheat blows in the wind, it creates a wave action on land through the fully grown and ripened grain. On the farm, I became comfortable with being in the elements, being on my own and being smart about watching the weather. I began to develop the skills in mechanics and woodwork that would carry me into my present adventure.

During college days, I spent time with my older brother studying at the public library and during breaks I perused yachting magazines. Part of that stuck with me and after many years I began to sail in a double-handed dinghy. I am on my sixth sailing season now and have loved the experience, all of it in the dinghy with the exception of a couple of trips on friends' keel sailboats. In the first season of sail-

ing I became Commodore of Blackstrap Sailing Club, the ideal place to learn and practice, and as beautiful as the morning sunshine on the prairie. I had finally broken loose from the reasons not to start the sailor's life, which had, for so long, etched away at my soul.

I have travelled with the dinghy in tow behind my vehicle and experienced some fine sailing in Saskatchewan as well as interior British Columbia. I clearly remember the day when I looked back to see the water ripples trailing behind me. It brought the ultimate reward for the preparations I had done to get into that boat on my own – seeing the boat move through the water for the first time.

It was not an easy start. The sailing school in the province was cancelled that year due to low numbers and I had to train on my own with whatever resources I could muster. As time went by, I began to connect with the various sailors in the province. Bill Hogan, a war vet like my father, an experienced sailor and a great diplomatic teacher of sailing, took me on as a student that first season and I will be forever grateful. Bill was a prominent force in the quality of the sailing clubs at both Blackstrap and Saskatoon. His daughter, Jaime, is a female athlete who has admirable talent for sailing and wins consistently. Our provincial sailing coach, Mark Lammens, has a heart of Olympic gold. He has coached many Saskatchewan sailors and has represented our province well at venues like the Canada Games. One of his students went on to compete in the Paralympics.



Left: Saskatchewan waterways provide great sailing opportunities. Right: The beginning of Onna's restoration process, a work of love

The members of the club I have grown to know sail a variety of wooden and fibreglass boats in a range of levels of ability and interest. We combine our personal areas of enjoyment with an underlying common thread of sailing. It might be like putting on that favorite old school wool sweater, so thick and heavy I can feel the warmth. Feels great, don't you think?

After some time I became interested in CPS-ECP and eventually acquired my Advanced Piloting. Studying the courses was like reading a great book you just can't seem to put down. The potential adventure awaits. I am sure of it. It seems just over the horizon.

I acquired *Onna*, a 34-foot wooden sailboat, from a person in Regina who had sailed her on the west coast of Canada. I honour the previous owner because of the kind of person he is. Sadly, as we all reach a stage in our lives when it becomes difficult to manage the responsibilities of a keelboat, the decision to pass it to the next owner comes. He has chosen me to take on the next stage of *Onna's* ownership as I will, in turn, make that decision.

Onna was built in Sweden in 1949 and is a mahogany carvel-planked craft with oak and metal ribs under what I think is a teak deck. There is a protective sheath of fibreglass over the entire deck and the cockpit has been converted to fibreglass over plywood construction. She carries an aluminum mast and boom and those are the major changes to her character.

Totally restoring her is a big project, measured in years, blisters and cash. A variety of woodworking tools will be

needed, as well as a proper place to work on her. She sits on a steel trailer awaiting her return to majesty. The restoration itself will consist of wooden plank replacement in parts of the hull as well as a replacement of some of the framing, deckhouse, garboards and rail. The motor will need overhauling or replacement. The sails and mast are in good condition as is the interior front to back. Epoxy will be utilized with fibreglass cloth to add strength during the rebuild. I would like to save one of these beautiful pieces of nautical history and use her on the water she was

*Studying the courses
was like reading a great
book you just can't seem to
put down. The life and the
potential adventure awaits*

built for. I am not sure there is a good explanation for why I like to own a wooden boat, but I am sure of the things I like about it. It is a combination of factors. I feel the connection of the boat to her background in Sweden. She is of a vintage when boats were uniquely produced in a factory, and devel-

oped from hundreds of years of understanding the sea and its environment.

I can't help but think that in 1949 it was only a matter of another 15 years before wooden craft would become eclipsed by fibreglass construction. Fifteen years – that is a mere blink of an eye when considering the history of sailing on Planet Earth. A mere 28 years separate her and the *Bluenose* launching. I think of the workmanship that has gone into her and the young men and masters who the builder, Linus Jansson, employed. They would have laid a plane to her planks inside the building on the shores of Osthhammer. The designer, Tore Herlin, would have walked her deck and sailed her. Men at the pinnacle of the wooden boat construction era would have transformed her into the

craft she is. Many men had toiled and calculated and, more importantly, had imagined the shape of a ship that would be the best for the purpose they intended. All the lines blend into one another on deck or below, one continuous flow for purpose and grace.

So here, sitting in the barn that I modified specifically for her, I see an example of these men and the skill they had in their tough hands and bodies. I can see them gliding the plane down her planking and setting up a line in her drawing that suits what she alone needs. I imagine them standing on her deck as she slid from her cradle into the harbour waters for the first time and the elation about her that day.

The wear on her helm where it contacts the cockpit and the bronzed hardware on deck are hard to miss as one scans her gentle curved lines. Wood glistens in the sunshine when bright-finished, especially when scraped instead of sanded before receiving its protective coating of spar varnish. Being in the metals field, I can appreciate the metal casting that adorns her deck. Again, another entire set of skills required to create that kind of a product.

A touch of her wooden helm reveals a warm response as the wood, a natural insulator, returns your touch of heat. Quiet on the water, she does not snap and crackle, nor echo like plastic but cuts the water in a direction intended. Many men have sailed her and she has taken them to foreign shores and once across the Atlantic to Canada. Her first owner was a dentist. She was at the Royal Vancouver

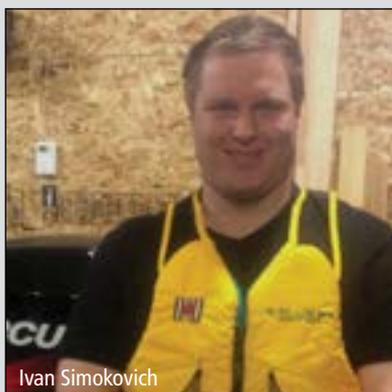
Yacht Club for years, owned by prominent businessmen over the generations. The owners are just another aspect of a historic craft. What knowledge and skills are we choosing to pass on to our next generation? I have completed much of the history on it from builder to ownership and still have lots to do. The language barrier is a problem as information is lost in translation between me and my contacts in Sweden. I have three little boys to include in the process and maybe some day they will want me to pass that history to them.

I bet you have an antique in your home. We all have our reasons for having them. I saw a yellow 23-footer on the docks in southern Saskatchewan, at Lake Diefenbaker. They do exist in small numbers. Very few are ever fully restored. I would like to personally head a wooden boat organization in the prairie provinces in an effort to pool our resources and understanding. Feel free to notify me by email if you own one or are interested.

Owning a wooden boat is not the road easily travelled. Sharing the knowledge and passion for them seems to make sense. Yes – put in the hard work in honour of all those involved in developing this sport of sailing. Wooden boats are welcome around my barn. They will sail. Next time I look at a tree I can think of the craft it can be. The parts may be a keelson, a plank. These are the thoughts that have made great craft. The materials for a boat grow in a forest.



Petr Jano



Ivan Simokovich

Discover Boating's Hands-On Skills Training with CPS-ECP Instructors

Meet Petr Jano from Ashbridges Bay Squadron and Ivan Simokovich from Don Valley Squadron who have trained to be HOST (Hands On Skills Training) instructors for the Discover Boating Canada program being held on The Lake at the Toronto International Boat Show, January 10-18, 2015.

The goal of the 60-minute sessions is to show how much fun boating is and how easy it can be with a few fundamental skills. It is hoped that these events will help to build confidence and increase boating enjoyment and safety. The ultimate goal is to have participants walk off the boats so excited and enthused about boating that they can't wait to get back on the water again. This program consists of a series of hands on learning events which promote participation and motivation for people to take more education. It is an excellent opportunity for CPS-ECP to reach out to an interested audience to encourage acquisition of one or more of our courses.





James R. Hay, JN
Lake St. Louis Power and Sail Squadron

The trouble with fall is that it comes in between summer and winter. Unless you enjoy outdoor winter activities it means that the happy days of playing outdoors or simply enjoying the good weather are coming to an end and cooler days with snow are inevitable. In spite of the start of fall and winter activities, there is a temptation to prolong the summer – especially if the weather in September and early October is good.

Keeping the cottage open late in the fall has its drawbacks. George did discover that a 60 watt incandescent light bulb provides enough heat to keep the pump from freezing. But, when you turn the tap on and nothing comes out, it is not a good sign. It is a worse sign when you tap on the side of the pressure tank and realise that it is a very large ice cube. Fortunately for George, there was no damage to the water system but after that episode, he decided that perhaps keeping the cottage open late in the year wasn't the best idea.

My family can sympathize with George. Being at the cottage in the fall has its interesting little adventures. During the early days of my family's tenure at Hay Island, we kept the place open into November. On at least one occasion, that decision led to raised eyebrows when I conveyed a parental note to my high school teachers explaining that the reason for my absence from school was being marooned on an island. It was a reason none had seen before and it was true – steady 25 knot winds made getting a runabout underway a considerable, and questionable, challenge.

There were the challenges of keeping the water system running, but most interesting of all were the days when I would take a boat out and, as I got to the shore and entered the channel where our shoreside dock was located, I would hear the unmistakable sound of ice breaking beneath the boat. Fortunately the ice wasn't thick since *Island Runner* was definitely not the *Norman McLeod Rogers*.

Of course, when you keep the cottage open late, other fall activities tend to get put aside – you can't do some things at home when you want to get to the cottage, either to close it down before the snow arrives or simply to spend some quiet time in the country.

So, eventually one decides that the summer cottage is exactly that and it gets closed on Thanksgiving weekend at the latest. That gives us time for other activities like the CPS-ECP conference. George did stop by the conference this year although he really used it as an excuse to explore Quebec City for a few days. He did like the exhibits and talking to folks.

The good news is that he could actually find his friends' rooms – no coloured elevators and the hotel provided a map. George found all four sets of elevators and even visited his friends without having to call Search and Rescue.

And for cottagers, if you're not into outdoor winter activities, then the fall at least provides you with some time to stock up on your winter reading materials and to consider what needs replacing when you open the cottage again next year.

Bluenoser, 3 months later: a cautionary tale

Jim McLarty,
Midland Power and Sail Squadron



It has been three months since I returned from my Great Loop/ Bahamas Adventure. I pulled into the Penetanguishene harbour on June 2 to close the loop. After travelling approximately 8,000 miles over nine months, I would like to say that it has not been all rosy since returning home.

So much time and effort went into planning for this trip. Charts had to be purchased, as well as electronic chips to cover the area on my chart plotter. There was health insurance, emergency towing insurance, spare parts to acquire, and the list goes on.

What I didn't plan for was what I was going to do when I got home. It just never occurred to me. I thought life would return to normal the day after docking

Bluenoser, and I was wrong.

Think about it. For nine months, I would wake up each morning, feeling carefree and excited about how the day would progress. I would check the weather, and decide what I would do. It might be as simple as going exploring on my bike, or snorkeling on the Barrier Reef.

But when I got home? Wendy is still working, and so the house was empty during the day. I would check to see if the lawn needed mowing or if there were some weeds to pull in the garden.

I had decided to park Bluenoser beside the house until I figured out what was next.

I never thought something like this would ever happen to me, but I started to get depressed. I experienced anger issues, having just done a wonderful trip, without my partner, for the most part, when 95% of the cruisers I met along the way were happy couples, travelling together.

I did try to keep myself busy, teaching both an Electronic Navigation

course, as well as Radar. I also helped build a racing dinghy for the "small home-made tugboat races" held as part of Tugfest.

I guess my biggest problem was getting my head around "What is next?" Now that this adventure is over, "Is that all there is?" The aging process keeps moving ahead, and with CMT, I am losing my mobility.

Fortunately, I have a wonderful partner, who announced that she is retiring in December 2015.

I ran the idea past her, that with a few changes to Bluenoser, it would be a much better cruiser and I could leave next fall for a direct run to Florida. We could spend next winter in Florida and the Bahamas, cruising those beautiful turquoise waters.

So folks, the moral of this story is: "It is not over, until it is over." Never lose sight of your dreams and hopes. And with the aging process in high gear, don't put things off.

Originally published in True Course, Midland Squadron, used with permission.

CHILI FOR CHILLY NIGHTS

Katherine Haslam, Montreal Power and Sail Squadron

INGREDIENTS:

- 1 1/2 lb chicken or beef
- Olive oil
- Green pepper chopped
- Mushrooms chopped
- 1 clove garlic chopped
- 1 jalapeno chopped
- 1 tsp chili powder
- Dried chili flakes
- Cumin
- Black pepper and salt to taste
- Tabasco sauce or Frank's Red Hot
- 1 package onion soup mix
- 1 can red kidney beans
- 1 can (6 oz) tomato paste
- 1 large can of crushed tomatoes or sauce

PREPARATION:

In saucepan over med/high heat, sauté vegetables until tender. Stir in seasonings and onion soup mix. Add beans, tomato paste and sauce and stir well. Reduce heat to low and simmer for 20 minutes or until piping hot and flavors have blended. Add additional salt and pepper, chili powder or Tabasco to taste. If consistency is dry I quite often add a splash or three of red wine.

Since refrigerator storage is at a premium onboard I tried TVP (textured vegetable protein) – the chunky type. It has a long shelf life and doesn't require refrigeration.



Scan this QR code to bookmark recipe and notes >

CPS-ECP AGM and Conference October 22-25, 2014

The surest sign of change within CPS-ECP structure was the sea of lilac squares of paper. Those small squares, waving during the AGM, were proof that CPS-ECP members had taken one of the new rules to heart - one member, one vote. Two hundred and twenty-three members attended the AGM.

And a sign that the choice of venue, Hotel Chateau Laurier, was a success was the standing ovation offered to the chefs and servers at the end of the gala dinner. The ovation was spontaneous and continued until some of the servers became visibly embarrassed. However, it is true that, during a meeting-packed, tightly-scheduled conference, credit has to go to the hotel staff for dining room setups and for efficient but apparently relaxed service. And, the food was quite wonderful.

Credit also has to be given to the members of District Estuaire St-Laurent. The conference committee, working with Tracie Berekoff, National Conference committee chair, was the co-operative effort of ten Squadrons – Baie des Chaleurs, de la Chaudière, Hâvre St-Pierre, Jacques Cartier, Manicouagan, Matane, Québec, Rivière-du-Loup, Saguenay Lac St-Jean, and Sept Iles.

Much of the convention discussion centred around change. The Governing Board has become the Board of Directors. One hundred pages of regulations are being eliminated. The final revision of the policy manual will go to the April Board of Directors for approval. There was serious talk around marketing the value of CPS-ECP in the face of easy-to-get commercial PCOCs, as well as discussions around tailoring CPS-ECP courses to potential students – online courses for the PCOC, accommodations for boaters who want the knowledge but don't want to write exams, the use of virtual classrooms. Also, this will be the final year for the yearly CPS-ECP membership card. Our organization is moving to a multi-year card, at considerable cost savings.

And is this a sign of things to come with CPS-ECP? The sheer number of priests at Friday night's theme dinner, Nouvelle-France, was truly remarkable.

But one CPS-ECP tradition never changes. We truly remain boaters dedicated to helping boaters have fun on the water through education. In 2014, CPS-ECP awarded 2073 Merit Marks, including 54 life members.

Coverage by Joan Eyolfson Cadham, S

Photography by Don Butt, [AP](#)





Board of Directors and Executive Committee for 2014-2015

Back row, left to right: Claude Martin, JN, Yves Dauphinais, Jean-Robert Lavergne, AP, David Agnew, Attila Soti, AP, Bill Allan, SN, Elizabeth Appleton, AP, Simo Korpi, JN. Middle row, left to right: Linda Hamilton, AP, Carolyn Reid, SN, Jacques Hebert, SN, Nancy Gibson, P, Charlie Ellins, JN, Sarah-Jane Raine, S, David Peebles, P, Michael Smith, P. Front row, left to right: Douglas Stewart, AP, National Financial Officer, Charles Beall, National Law Officer, Jim Brown, S, National Administrative Officer, Don Griffin, AP, National Educational Officer, Joseph Gatfield, JN, Chief Commander, Robert Pepin, AP, National Executive Officer, Cathie Johnstone, National Secretary, P/C/C Richard Bee, AP, Chair of the Nominating Committee.

EXECUTIVE COMMITTEE CONTACT INFO:

Don Griffin, AP, National Educational Officer: neo@cps-ecp.org	Cathie Johnstone, National Secretary: ns@cps-ecp.org
Joseph Gatfield, JN, Chief Commander: cc@cps-ecp.org	Jim Brown, S, National Administrative Officer: nao@cps-ecp.org
Robert Pepin, AP, National Executive Officer: nxo@cps-ecp.org	Douglas Stewart, AP, National Financial Officer: nfo@cps-ecp.org
	Charles Beall, National Law Officer: nlo@cps-ecp.org
	Richard Bee, AP, Past Chief Commander: pcc@cps-ecp.org

Chief Commander's Presentations

Chief Commander's Citations

The Chief Commander may make certain awards. A Chief Commander's Citation is given for extreme, distinguished and noteworthy contributions to CPS-ECP by a Member, Junior Member, Lady Associate, CPS-ECP Associate Member or Junior CPS-ECP Associate Member. Chief Commander's Citations were presented to:

Raymond Zee, North York Power and Sail Squadron
 Michael Hill, AP, Kingston Power and Sail Squadron
 Elizabeth Mets, SN, Richmond Hill Power and Sail Squadron
 Camille Quesnel, AP, Sudbury Power and Sail Squadron
 Clark Berry, SN, and Marguerite Berry, Kelowna Power and Sail Squadron
 Carlos Fuenzalida, AP, White Rock Power and Sail Squadron

Chief Commander's Letters of Commendation

A Chief Commander's Letter of Commendation is given for extra or marked efforts for the corporation by a Member, Junior Member, Lady Associate, CPS-ECP Associate Member or Junior CPS-ECP Associate Member. Chief Commander's



Letters of Commendation were presented to: Cecil L. Ashley, Nanaimo Power and Sail Squadron, Louis Dorais, NJ, Escadrille nautique Quebec, André Huot, PA, Escadrille nautique Quebec, Craig Stewart, Ashbridges Bay Power and Sail Squadron and Mike Smith, P, Windsor Power and Sail Squadron (pictured above).



Howard G. Peck Volunteer of the Year Award Sponsored by Cowan Insurance Group

Ray Kirkham SN, Burlington Squadron, Niagara District, was named the Howard G. Peck Volunteer of the year. His nomination was submitted by Chris Van Noort, Commander Burlington Squadron, and supported by Ian Munro, Niagara District Executive Officer and Past-Commander for Burlington and Larry Kretz, Past-Commander for Burlington.

The nomination reads: In Burlington we have many dedicated officers who work well as a team, however, since the day I became involved with CPS-ECP there has always been one go-to-guy. Ray instructs courses, maintains our Squadron website, attends every meeting, and for the past few years has also acted as our Membership officer. This past year, Ray spent the winter teaching as often as three nights per week for us and still managed to successfully finish Boat and Engine Maintenance as a student. Ray is our technical support when WBAS seems difficult, he is the one we can go to for answers regarding CPS-ECP protocol and when a boating question is tough, he is the one who will find the answer for you. He has above all become a great friend to those of us who have the pleasure of working with him.

Ray has done all of these things quietly, often behind the scenes and without complaint. He is an example to us all of what it is to be a volunteer and CPS-ECP would not be the same without him. Pictured above with Cathy Bisbee from Cowan Insurance Group and C/C Joseph Gatfield, JN.

ICOM Canada Electronic Course Instructor Awards

This award was presented by Miguel Wilches from ICOM Canada Inc., a distributor of a wide range of high quality radio equipment, to the top volunteer electronic instructor

in three areas across Canada:

1. Atlantic Provinces and Quebec – Daniel Pomerleau, AP Pictured above.
2. Ontario – Harry Ditmar, P
3. Western Provinces – Brian Crompt, P

G. William Bowman Instructor of the Year Awards

Sponsored by Weems & Plath, named after G. William Bowman who initiated the first Power Squadron Safe Boating classes in Canada in 1938.

1. Atlantic and Quebec – Terry Carter, AP
2. Ontario – Carlyle Crothers, N
3. Western Provinces – Andrew Pothier, SN

Ref Reid Award

This competition is at the Squadron level and goes to the Boat and Engine Maintenance instructor having the most successful class in 2013-2014. This award was donated by family members in honour of the late Ref Reid, a long-time, distinguished member of CPS-ECP and was presented to Dan Lines for Nanaimo Power and Sail Squadron.

Beldon W. Fox Award

This competition is at the Squadron level for the most improved results and performance in Elective Courses during 2013-2014 in relationship to the total membership. The trophy is maintained at National Office, and a small keeper trophy was presented to Avalon Power and Sail Squadron.

S. Gordon McCandlish Award

This competition is at the district level for the most improved results and performance in Advanced Courses during 2013-



2014 in relationship to the total membership. The trophy is maintained at the National Office, and a small keeper trophy was presented to Pacific Mainland District.

Natural Marine Training Award

This trophy is donated by Alex Milne Associates Ltd., a supplier of environmentally-friendly marine products and a firm supporter of the objectives of CPS-ECP. The competition is at the Squadron level. It is presented to the Squadron Training Officer and his/her instructors and proctors who help to achieve the highest percentage of successful students in the Boating Essentials examination in 2013-2014. The trophy is maintained at the National Office, and a keeper trophy was presented to Victoria Power and Sail Squadron.

Mary Pritchard Outreach Education Award

The Mary Pritchard Award recognizes a CPS-ECP member who has created course content suitable for web-based delivery, or promoted marketing of distance education courses or developed innovative new techniques or development of outstanding graphics appropriate for web-based courses. Awarded to Dave Corke, AP.

Fortress Anchor/Natural Marine Officer of the Year Awards

Three awards, one each from the Atlantic Provinces and Quebec, Ontario, and the Western Provinces

1. Atlantic – Ron Hoffman, SN
2. Quebec – Yvon Dubé, S
2. Ontario – May Corcoran (pictured above)
3. Western Provinces – Nancy Gibson, P

Membership Award went to Ottawa Squadron. Presented

by National Membership Chair, Bill Allan, SN to Ottawa Membership Officer Guy Ladouceur and Commander Terry Hamilton, AP. Pictured on the top left of the next page.

Recreational Vessel Courtesy Check Awards

These awards go to the top District, top Squadron and three top individuals who have made significant contributions to both CPS-ECP and to Transport Canada. These members have voluntarily checked more than 1500 vessels whose owners agreed to a safety check, at boat ramps, yacht clubs, marinas and at other on-the-water venues across Canada.

Top District award: The Pacific Mainland District.

Top Squadron award: Vancouver Power and Sail Squadron

Top individuals: 3rd place Douglas E. Smith, Fort Erie Squadron, Niagara District; 2nd place Peter C. Barbour, Tillsonburg Squadron, Western Ontario District; 1st place James A. White, Vancouver Squadron, Pacific Mainland District.

Marketing Awards

The Marketing Award is to recognize regional and local excellence in promoting an energized organization that reflects the current demographics of the Canadian recreational boating market. The award recipients are considered "Best Practices" that can be implemented by other Squadrons and Districts. Customized pull-up banners were presented to: Port Credit Power and Sail Squadron, Port Dover Power and Sail Squadron and Vancouver Power and Sail Squadron. Vancouver Squadron Commander Jeff Booth pictured above with National Administrative Officer, Jim Brown.

Environment Award sponsored by Natural Marine, and presented to Pender Island Power and Sail Squadron.



Heard around the conference venue

MAREP Awards

The MAREP awards were presented to: Patrick Gagné, Escadrille Québec, Best Individual Effort. Escadrille Québec, Best Squadron Effort. Estuaire Saint-Laurent, Best District Effort. Estuaire Saint-Laurent, Most Improved District.

Life Members

Seven people were present and recognized as new Life Members. They were: Elizabeth Appleton, AP, Claude Martin, JN, Norman Mills, AP, Peter Simpson, Harry Dittmar, P, Martin Hederich, AP, and Robert Pepin, AP (pictured above, top right) Other Life Memberships were presented at Squadron and District AGMs.

Retiring Members of the Board

Karen Connor, AP, General Director
Art Rendell, AP, General Director

Retiring Committee Chairs

Dave Bieman, AP, Distance Education Chair
Sheila Boucher, SN, Curriculum and Seamanship Chairs
Nancy Gibson, P, General Director, Audit Committee Chair
Jocelyne Guimont, French Editorial Chair
John Gullick, AP, PCOC (Boating Basics) Chair
Jean-Robert Lavergne, AP, Electric and Electronic Navigation Chair
Shirley Shea AP, MAREP Committee Chair

"We have a shared mission of training and fellowship on water. We need to go to the boater where the boater lives." – Chief Commander Robert Baldrige, SN, USPS.

"Recreational boating is the largest source of deaths in boating in the USA. Within the United States Coast Guard, commercial and recreation numbers are now split. We asked for that intentionally to get more focus on the recreational side. We are concerned about life jacket wear – it's not just a boating problem; it's a manufacturing problem – making life jackets comfortable. Regarding Canadian standards, you are the leader in that one." – Captain Jon Burton, Director of Inspections and Compliance, US Coast Guard.

"The CPS course has been approved for use in three States." Tom Hayward, Chief Financial Officer, Director, Finance and Administration, NASBLA.

"The life jacket poster explains there is more than one kind of life jacket available." P/C/C Anthony Gardiner, SN, United Safe Boating Institute.

"Our long term prosperity relies on environmental protection. We have an asset. Our asset is water. If we don't protect it, we're dead. It's the first thing we need to address." – Yves Paquette, General Director, Marine Association of Quebec.

"Course revenue and membership revenue is expected to decline without positive action." – heard at the final Governing Board meeting Thursday morning.

MORE PHOTOS AT:
[www.dbutt.smugmug.com/
CPS-ECP1-Quebec-City-2014](http://www.dbutt.smugmug.com/CPS-ECP1-Quebec-City-2014)

Meeting changing needs of students

Seventy-six years ago CPS-ECP began the challenge of teaching recreational boaters how to safely have fun on the water, by being knowledgeable about their surroundings on the water. The courses and presentations have changed a great deal over those past years. Let's consider some of the current initiatives taken by CPS-ECP to meet the changing needs of our students, members, and general public for course content, timing, style of delivery and evaluation. Most of our courses are available in both official languages. The course for PCOC is also now available in Simplified and Traditional Chinese as well.

Our first four introductory courses, PCOC (Boating Basics), Boating Essentials and VHF Maritime Radio, and Advanced Piloting are now available in eBook format for those students who wish to download the material for an eReader or tablet.

The Electronic Navigation Course is currently being offered as a ten-week pilot online course through St. Lawrence College, OntarioLearn.ca. This is instructor guided by Craig Stewart, a self-study course for students who cannot commit for a specific night each week to attend lectures. Work can be done within the timeframe of the individual student.

Sur l'eau and PCOC (Boating Basics) are also now available as online

courses. This is the Transport Canada approved course from which a boater can acquire the "card", necessary to drive a recreational powerboat.

Many excellent instructors are teaching our courses by means of *blended learning*. In this method, various electronic tools and/or vehicles are integrated into the teaching. One of our instructors from Halifax, Scotty Hayward, has been teaching students across Canada through a virtual classroom approach. He was fortunate that Dalhousie University would allow him to use the facilities of its computer labs to do this. We have purchased the program GoToTraining for your use to encourage more widespread offerings like this in the future.

Other instructors are using the program GoToWebinar to instruct students who are located far away from the populated cities. Here one teaches, using video cam and visual PowerPoint slides from his/her own computer, across the airwaves to others in their District who wish to take the course.

We have learned that there are many customers who are interested in learning about navigation and safe boating for the knowledge only. They do not wish to write an exam. Exams can now be considered optional. Students are welcome to sign up and audit courses.

We are piloting different approaches

to evaluation, using the concepts of in-class discussions, open-book exams, and simulator exercises.

Gary Clow, DTO of Pacific Mainland District is developing a short, practical, on-the-water course for new recreational boaters. This will be Beta tested next summer.

Acting on the initiatives stated in the Strategic Plan for 2011-2015, our CPS-ECP library contains material that is up-to-date and relevant.

Some of the above are in place, some are being field tested for effectiveness, some are at the planning stage, and some have just begun to be considered. Important for the future is the fact that the suggestions that led to these dynamic initiatives have come not only from the leadership of the Training Department, but from our network of students, instructors, administrators, DEEs, Course Directors, and Committee Chairs. It is by open, two-way communication with these people that we have been able to access the experience, knowledge, and resources that we require to meet the constant change.

—Excerpts from Carolyn Reid's National Training Officer's Report to the 2014 AGM

How GoToTraining Works

GoToTraining provides instructors with the ability to conduct live training and meeting sessions via the computer to widely distributed students. GoToTraining allows instructors to reach up to 200 students per class anywhere with none of the costs or travel associated with a physical classroom. GoToTraining is a virtual classroom, that can include a content library, tests, materials, polls and evaluations.

Squadrons can train more students by:

- Offering more training sessions online instead of travelling
- Reaching customers located across the country or globe
- Utilizing trainers and subject experts from any location

If your Squadron would like use to the CPS-ECP GoToTraining software, at no cost, contact Dave Corke, Educational Communications Manager at: dave.corke@sympatico.ca. This program is funded by the CPS Foundation.

CITRIX®
GoToTraining

Co-operation: Better than competition

James R. Hay, JN

Lake St. Louis Power and Sail Squadron

Traditionally, St. Lawrence District Squadrons were quite competitive. It was not unheard of for one Squadron to replace fliers placed at a certain location by another Squadron, and attempts to lure instructors from one Squadron to another did occur. We were able to keep matters somewhat under control, but it was a matter of time before something had to give.

While district officers did their best to foster co-operation, Squadrons preferred to get students into their own classes rather than suggest a more convenient Squadron for the student.

With falling enrolments for all Squadrons, the Squadron commanders found themselves talking at a district barbecue. The final decision? That all the Squadrons, Montreal, Lake St. Louis, West Island, and Lake of Two Mountains, would be better if they worked together. The Squadrons now offer all courses and then check with each other after registration. If one Squadron doesn't have sufficient enrolment to hold a course, then those students are transferred to another Squadron. It was agreed that the teaching Squadron would retain 100% of the revenue. The Squadrons try to keep the sharing even.

This approach seems to be working. Last year, the Squadrons were able to collectively teach more students than when each Squadron was working independently.

The Squadrons are also opening social events to all district members and that is helping our members get to know each other better. While it has not happened yet, the commanders are exploring the possibility of one year end dinner to replace the Squadron graduations which are becoming smaller and/or not held for lack of graduate attendees.

While the Squadrons continue to try to find the way to

attract more students they have found that co-operation is actually better than competition. CPS-ECP ends up better off and so do the Squadrons.

While it may not be possible for all Squadrons, this is something that Squadrons should consider when they may have a nearby Squadron with which they can work.



More co-operation in Pacific Mainland District. Election-style road signs were created by Vancouver Power and Sail Squadron that were Squadron agnostic; all Squadrons would benefit from the message of the sign, since potential students viewing the sign could find a course most convenient to them by navigating BoatingCourses.ca. Vancouver started by printing 50 signs and using them in the Spring 2014. Pacific Mainland District thought the signs were a tremendous idea, and offered 10 free signs to every Squadron in the District. All 20 Squadrons accepted the offer. To date, over 250 signs have been printed and placed on Members' lawns. The cost of printing the double-sided, full colour sign, including the metal step-stake, came to \$9.63 each (plus tax). Vancouver Power and Sail Squadron won a 2014 Marketing Award.

Competitions 2014

TRAINING AID and ELECTRONIC PRODUCTION

First: Harry Ditmar, Woodstock
Radio-AIS and GPS unit

Second: Lynne Lockhurst, Oakville
Ptt. VHF course / Ptt. Cours de
radio VHF-ASN

CRAFTS

First: Norman Raine, Halifax

Model boat from scratch
Second: Doreen Hinksmann, North
Halton, Knitted "sailor boy"
sweater set

PHOTOS

First: Ginny Etzel, Barrie "Home
Sweet Home"
Second: Robert Dandurand,
Ottawa "Sunset"

Harry Ditmar and Competitions
Chair, Lise Deschamps



Thank you to our 2014 Conference Sponsors

Cowan Insurance Group
Canadian Yachting
Sacha Warunkiv
Fox 40 International
C-Tow / Boater Assist
Fortress Anchors
Natural Marine
ICOM Canada
SALUS Marine Wear
Weems & Plath
Ville de Québec
Princecraft
Canadian Marine Pilots'
Association
Port of Quebec
Niagara Conference 2015
Great Lakes Districts
The St. Lawrence Seaway
Management Corporation
District Amiral
District Cartier
District Estuaire St-Laurent

Escadrille Baie des Chaleurs
Escadrille Beloeil
Escadrille de la Chaudière
Escadrille des Écluses
Escadrille Hâvre St-Pierre
Escadrille Manicouagan
Escadrille Matane
Escadrille nautique Jacques
Cartier
Escadrille nautique
Saguenay - Lac St-Jean
Escadrille Québec
Escadrille Rivière-du-Loup
Escadrille Sept-Iles
Agence Y. A. F, Inc
Armor Lux
Cabano Marine
Centre Nautique St-Martin
Saguenay
Citadelle - Coopérative
de producteurs de sirop
d'érable

Costco
Desjardins Assurances
Global Marine
La Vie Sportive
Le Capitaine D'a Bord
Musée La Citadelle de
Québec
OCEAN
Parc Nautique Lévis
Pomerleau les bateaux
Quartier le Petit Champlain
SAIL
Société Hydrographique du
Canada
André M. Benoit
Guy Robitaille
Jean-Luc Lemieux
Marc Lestage
Patrick Gagné
Robert Pépin

Conference Sponsors support us. Please, support them. Want to become a CPS-ECP Conference Sponsor? Contact us at: nao@cps-ecp.org



boatingcourses.ca

Photo: Don Butt

Terrasse Dufferin, Quebec City

GASP!

Turning on the cold tap during a steamy shower is like an accidental fall into **COLD WATER!**

Your first reaction
will be a **DEEP GASP!**
If your head is underwater,
that gasp might be your last.

Keeping your head above water will help you survive.
The best way to do that is to wear your lifejacket.
To see what really happens in cold water check out
www.coldwaterbootcamp.com



Canadian Safe Boating Council
Conseil canadien de la sécurité nautique



Transport
Canada

Transports
Canada

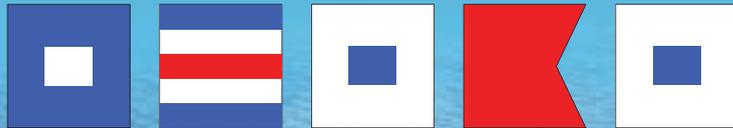
Made possible with a financial contribution
from Transport Canada

2015

Port Credit

SPRING

BOAT SHOW



At Credit Valley Marina May 29 - May 31, 2015

PORTCREDITSPRINGBOATSHOW.COM

PRODUCED BY:



SPONSORED BY:



Snug Harbour
SEAFOOD BAR & GRILL

Erin Park
LEXUS

dubarry
of Ireland

Where will you go in yours?

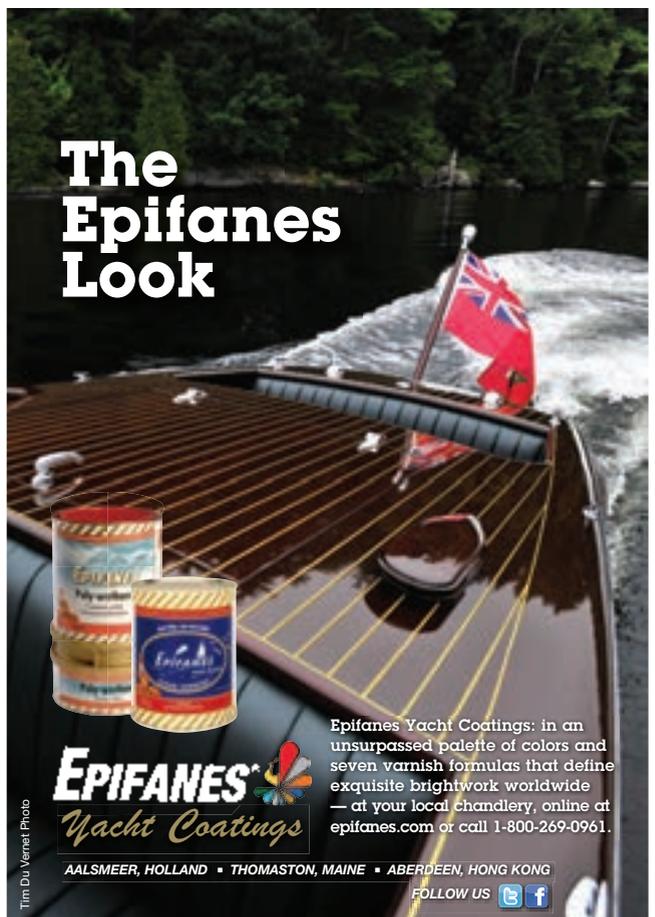


The original, waterproof, breathable Irish leather marine & country boots and shoes.

Visit us at the
Toronto Boat Show Booth G513
DubarryCanada.ca
416-480-BOOT (2668)



The Epifanes Look



EPIFANES
Yacht Coatings

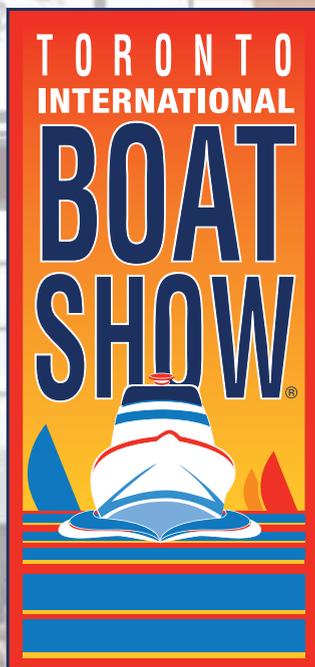
Epifanes Yacht Coatings: in an unsurpassed palette of colors and seven varnish formulas that define exquisite brightwork worldwide — at your local chandlery, online at epifanes.com or call 1-800-269-0961.

AALSMEER, HOLLAND • THOMASTON, MAINE • ABERDEEN, HONG KONG

FOLLOW US  

MARK YOUR CALENDAR

NORTH AMERICA'S
LARGEST INDOOR BOAT SHOW



TORONTO STAR
thestar.com

January 10 - 18, 2015

Special Preview Night: January 9

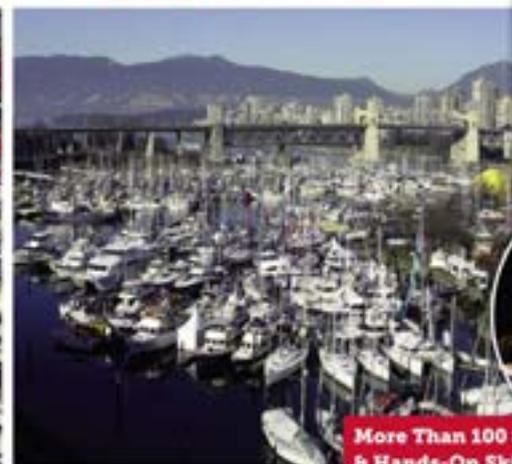
Direct Energy Centre, Exhibition Place

TorontoBoatShow.com

Western Canada's **LARGEST** BOAT SHOW!



Presented By:



More Than 100 Seminars
& Hands-On Skills Training

Two Great Locations!
BC PLACE & GRANVILLE ISLAND



JANUARY 21 – 25

Save

\$3

Buy tickets online at

VancouverBoatShow.ca

Tickets on sale October 1, 2014 | Discount ends January 20, 2015



Plan Your Show Experience at
VancouverBoatShow.ca

f 604.678.8820 t

Blanche Morgan

Soft-spoken, Sincere...
and Top Gun Too



THIS YEAR, Blanche Morgan from Anchor Yacht Sales in Port Credit, Ontario won the Beneteau North America “The Top Gun Award” in sales and that’s a major accomplishment, but there’s much more to this soft spoken and sincere woman.

At the 2014 Beneteau dealer meetings held at the US Sail show in Annapolis, Blanche Morgan was presented with both The Top Gun Award for highest sales volume for Beneteau Yachts in North America, but was also recognized as their top sales person for boats under 40 feet. Blanche received both trophies and the honorary Pain Killer from Group Beneteau. It was a great day.

She also won third place in North American Lagoon sales and received a plaque for that.

More impressive however, is the fact that it was her fourth time winning The Top Gun Award. The first time was back in 2004 when the American market was still booming, the Canadian dollar was not at par and when interest rates were substantially higher. At that time, Blanche was only the second woman to have ever won The Top Gun Award.

So, her success is by no means circumstantial, it’s been well earned.



PROUD DEALERS FOR LAGOON CATAMARANS AND BÉNÉTEAU YACHTS

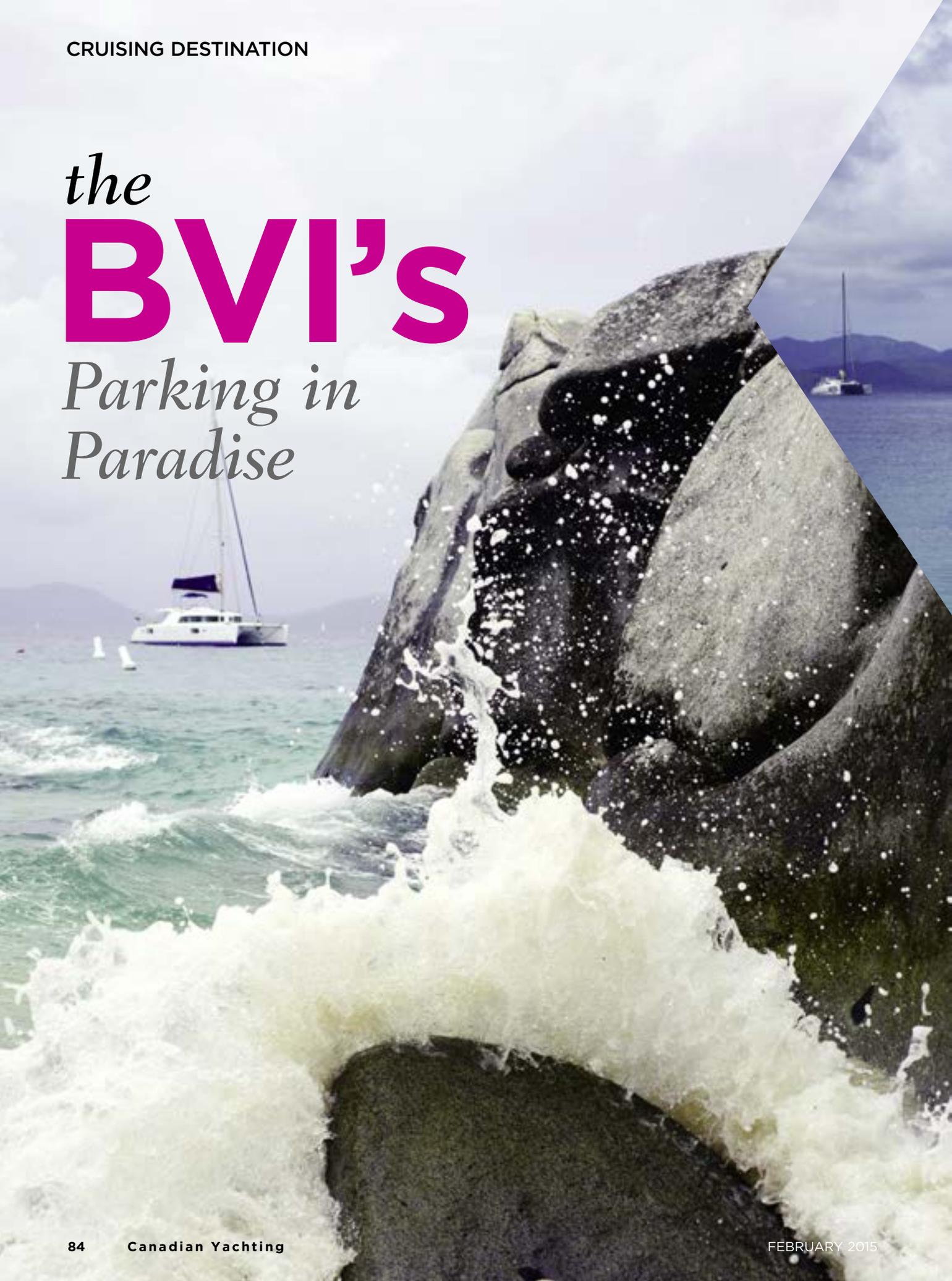


1 Port Street East,
Mississauga, ON L5G 4N1
Ph: (905) 891-0191
www.anchor-yachtsales.com



the
BVI's

*Parking in
Paradise*





Story by Mark Stevens • Photographs by Sharon Matthews-Stevens

Little Harbour in Peter Island is a great overnight anchorage, particularly on the first or last night of your charter.

We've bridled our bowline to a mooring ball in Trellis Bay just off Tortola in the British Virgin Islands.

My friend, Dave Anschuetz, fires up the Force 10 on the pushpit of our chartered Moorings boat, a Beneteau 43.3 named "Teranga". Down below, my wife tosses a salad while Dave's wife, Barb, marinates chicken.

Topside, I survey our surroundings while I concoct my own take on the iconic (and insidious) Painkillers we were drinking like water two nights ago on Jost Van Dyke.

Wind ruffles the water with white lace frills; casuarina trees on nearby Sprat Point flutter like feather dusters. On shore, a couple of hundred metres away, the vendors in an artisans' village are closing up shop for the night. A few other boats swing around in tandem with us to face the wind.

Barb climbs up into the cockpit with hors d'oeuvres. I hand her a drink. She looks out toward Guana Island, toward the distant indigo humpbacked ridge of Jost. She looks back at me, smiles.

"This," she says, "is paradise."

And we're parked here for the night.

Surreal and strangely beautiful, the Baths on Virgin Gorda are a must-do stop, though too roly for overnighting.

FAR FROM THE MADDING CROWD

Trellis Bay was not Plan A. This morning reality stepped in with big waves and a howling nor'easter. Since we were crossing north of Tortola from Jost, making for Virgin Gorda, open to the elements and prevailing winds, the weather forced itself upon us like the office party boor.

It turned out to be a really nice anchorage – get out far enough and it's peaceful, but it's also convenient if you want to go ashore to eat or just to sample the libations on nearby Bellamy Cay.

And I'm prepared to wax philosophical, given that last night we overnighted in complete solitude.

This is my fourth BVI charter. At first that meant uncovering new secrets (no mistake their motto is "Nature's Little Secrets"); this time it's more a question of new takes on old friends (and maybe just one new little secret).

Case in point: we've always lunched at Sandy Spit – my favourite Caribbean beach – just east of Jost Van Dyke.

This time we choose an anchorage nearby – Manchineel Bay between Little Jost Van Dyke and Green Cay – that scares off a lot of charterers (it can be unsettled in southwest winds).

Those of a more lubberly ilk are making a mistake. According to Joe Russell and Mark Bunzel, authors of *Cruising the Virgin Islands*, this area boasts "some of the most scenic spots in the Virgin Islands."

**Yacht
Shop**
yachtshop.ca

YACHT SHOP
3514 Joseph Howe Drive
Halifax, Nova Scotia
B3L 4H7
T 902-445-3278 or
1-800-227-6233

**CHANDLERY
RIGGING SHOP
SAIL LOFT**

ONLINE
yachtshop.ca

**EVERYTHING YOU NEED
ONBOARD**

NORTH SAILS LOFT

150 Pelham Street
Lunenburg, Nova Scotia
B0J 2C0
T 902-634-3343 or
1-800-561-7245



A number of shops line the shore on Trellis Bay, a nice place to drop the hook after a passage from Jost Van Dyke.

Green slopes are pin-cushioned with cacti, surreal stone sculptures formed by wind and waves shelter us, our only company a few diving pelicans and two other boats with skippers as perspicacious as I. And next morning we beat everyone over to Sandy Spit.

Best yet, it's reputation ensures that most of the fleet has chosen to battle the wakes of the omnipresent ferries over in Great Bay.

We, meanwhile, sleep the sleep of the just.
Far from the madding crowd.

THE FAT VIRGIN

After resting up in Trellis Bay, having revised our float plan, we raise sail and skim the waters of Drake Passage for Virgin Gorda.

Some say Columbus named it because the island reminded him of a reclining saint called Ursula. My theory is he wanted to impress Queen Isabella with how many islands he'd discovered. In the legend Saint Ursula had an entourage of 10,000 virgins.

Either way, I'm always impressed by the Fat Virgin, whether I'm hanging at the great dockside bar at the Virgin Gorda Yacht Basin, the pool at the Top of the Baths with the best view of any swimming pool in the Caribbean, or taking in the surreal beauty of granite caverns nuzzled by waters bathtub warm inside and turquoise blue outside.

But it's North Sound and Drake's Anchorage inside the Sound that I love the most when it comes to parking for the night.

If Drake's was good enough for such an illustrious privateer, it's good enough for me. And when you snug down in the lee of Mosquito Island there (turn hard to starboard once past Colquhoun Reef) you're still far from the madding crowd.

Add in two mooring fields further east, hard by a couple of great beaches, oft idyllic and seemingly populated by as many sea turtles as boats, an easy dinghy ride (depending on where you choose to moor) to dine at the posh Bitter End

NEPTUNUS 63

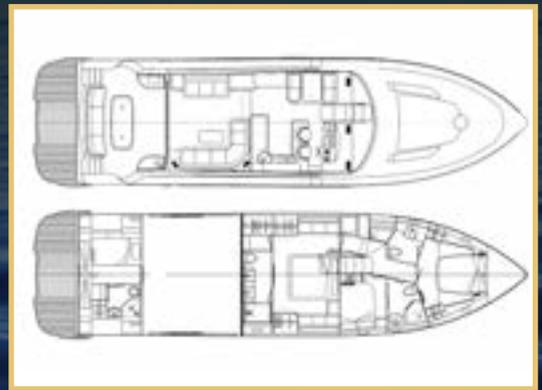
OUTER BEAUTY, INNER STRENGTH



While each Neptunus MotorYacht is inspiring in its appointments, the true character of the vessel is defined by its performance. The underpinning of every Neptunus yacht is a deep vee hull that has superior sea keeping abilities, through the choice of advanced composite materials and construction techniques. Neptunus vessels deliver a level of performance, reliability and safety for off shore cruising that will delight even the most discerning yachtsmen.

At Neptunus, we combine modern yacht building techniques with old-world craftsmanship to create yachts that are rich in style and detail. Unlike most production yachts, each Neptunus yacht can be personalized to meet the individual design and styling requirements of you, the new owner.

The newest member of the fleet is the Greg Marshall designed Neptunus 63 Express. Unheard of in a 63 Express lay-out, the Neptunus 63 Express offers a grand open salon, dining area and spacious galley all entirely located on the salon deck. The stateroom deck features three cabins all with en-suite heads with the master stateroom located midships featuring a large walk in closet, plenty of storage and large hull port lights. Optional a full crew cabin with full en-suite is available. Delivery of the first 63 Express is summer 2015.



Our passion for excellence and commitment to continuous improvement in process and technologies underscores our resolve to exceed the expectation of each and every customer.



NEPTUNUS YACHTS

8 Keefer Road,
St. Catharines, Ontario, L2M 7N9
(905) 937-3737
Sales@NeptunusYachts.com

**New Location to Better Serve
Central and Northern Ontario**

Barrie Loft
220 Bayview Drive
Unit 6 & 7
Barrie, Ontario
L4N 4Y8
705-737-3288

www.evolutionsails.com

 Proudly Made in Canada



evOLUTION

Join the Evolution

Sail Makers That Make Sails!

THIS IS EVOLUTION!

Custom sails - matched to your needs and built entirely in Evolution sail lofts. From design to finish, your sails are crafted at the hands of experienced sailors, with control over every step of the sailmaking process.

TORONTO LOFT

30 Torlake Cres.
Etobicoke, Ontario M8Z1B3
416.503.1931

VANCOUVER LOFT

Loft 200C, 150 McLean Dr.
Vancouver BC V5L 3L1
778.887.7245

QUEBEC LOFT

80 Allan Point Rd.
Dorval, Quebec H9S2Z2
514.631.9845



FOGH MARINE
901 Oxford Street in Toronto, ON • M8Z 5T1



**FULLY STOCKED CHANDLERY
& ONLINE STORE**

PHONE: 416-251-0384 OR
1-800-342-FOGH (3644)

www.fogh.ca



The Best Tender Lift Solution

The freedom to use your watercraft where and when you want with just the touch of a button! **FreedomLift™** is the ideal solution for transporting your tender or PWC.



- Installs independent of your swim platform
- The ONLY lift with easily removable Lift Arms
- Features wireless, hydraulic remote control operation
- Lifting capacity of 800+ lbs.
- Innovative design better than old-style platform lifts

See our dynamic video and digital portfolio on the web

www.freedomlift.com

Call us toll free: 1-866-543-8669



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



The BVI's boast some great snorkelling spots. One great waypoint is The Indians. Another, shown here, is the water off the Baths.

Yacht Club or a quirky restaurant on Saba Rock that's really nothing but sun, sea and side orders of conch, and you know you've found paradise.

Ten thousand islands? I think not.

Sufficient allure to keep you coming back to North Sound? Without a doubt.

A TABLE FOR FOUR

Chances are you've already availed yourself of dinner ashore – whether you were serenaded by Foxy over lobster or did the catch of the day at Bitter End's Clubhouse Steak and Seafood Grille – but after you trim sails for a broad reach down the Passage you should douse them when you get to Cooper Island.

We pull up there late one afternoon, grab a mooring ball, jump overboard, snorkel with turtles, hover over the reef at Cistern Point, dry off, and dinghy ashore.

Something about the vibe here makes this spot irresistible. Maybe it's the tarpon floating aimlessly beneath our hull, moving graciously aside when I dive into the water. Maybe it's the vista of other sailboats, their masts decorated by cumulous clouds painted bubble gum pink and lavender by the dying sun, boats that are foreground for voluptuous indigo islands reclining in the distance.

Or maybe it's just the ambiance of the restaurant at Cooper Island Beach Club, where the tables are positioned to face the sunset, where the bar is festooned with sparkling Christmas lights, where couches recline on beachside decks, where we wait for a seat while I grin at the waiter like I've just found a parking place in paradise.

"Table for four, please," I say. "With a view."

LITTLE HARBOUR, BIG APPEAL

On other voyages here I've bonded with Peter Island numerous times, drifting off Deadman's Bay, docking for lunch at the real-ly upscale resort.

But I never stopped at Little Harbour until Edward Tyson,

Cruising Guide to the Virgin Islands

- No surprise that there is a wealth of charterers in the British Virgin Islands – this is where it all began. Check out moorings.com or sunsail.com. If you want to feel right at home (minus the windchill) book with a Canadian-run company, Conch Charters. (conchcharters.com)

- If you want to get off the boat and explore ashore check out bvitourism.com for all things BVI.

- Must-dos for your chart table include *Cruising the Virgin Islands* by Joe Russell and Mark Bunzel and the *Cruising Guide to the Virgin Islands* by Nancy and Simon Scott (cruisingguides.com).



One benefit of lashing to a mooring ball in North Sound on Virgin Gorda is the chance to dine ashore at Bitter End Yacht Club.

the Moorings chart briefer for this trip, told me about it. "Great overnight spot," he said. "Funny that more people don't do it."

Great green mountains reach heavenward south of the anchorage, sheltering waters that reflect both the emerald shades of these peaks and the periwinkle blue of the skies overhead. A dilapidated dock ashore lets you tie up and climb the heights to discover the ruins of a tobacco plantation.

Tonight we sleep in a gentle cove in a perfect bay, no raucous music, no dinghy trip for dinner, just pork sizzling on the Force 10, a mouth-watering aroma swirling seductively about the cockpit, the lights of Road Town across the Passage glittering like storefront Christmas displays.

"Perfect little anchorage," Tyson told me a week ago. "Great for your first night or your last night."

That comment stays with me next morning as we fly across Drake on a beam reach at seven knots, headed for Tortola. It haunts my thoughts as I turn over the helm to my friend Dave and go forward to sit with my wife in the sun and the breeze, happy that I've found a little harbour with big appeal but saddened at the prospect before me.

Last night we parked in paradise. Tonight we return to winter. •

Long-time CY contributors Sharon Matthews-Stevens and Mark Stevens have chartered much of Canada, most of the Caribbean and even Europe. They've won numerous awards for their stories and photos. To see more of their work, check out travelwriteclick.com.

Newcomer with a Rich History

By Andy Adams

While the name Monte Carlo is a new marque in the Canadian marine industry, this newcomer comes with a rich history. It's been developed by the Beneteau Group, one of the world's leading boat builders for the past 130 years.

Big fast day boats have been hot news recently, but there is absolutely a market for a flying bridge boat, especially one that offers spacious live aboard accommodations and a rich list of amenities. The Monte Carlo line are high style yachts developed for the luxury market.

The Beneteau Group by the end of 2015, will have introduced five different Monte Carlo (MC) models in the past two years; the MC 5 in two different versions, the MC 6 which at 60 feet is the pinnacle of this range and now, the MC 4 in two versions. The MC 4 is probably the boat best suited to our readers.

PERFORMANCE

ENGINES:

Twin Volvo Penta IPS 500, D6 model, inline 6 cylinder 336 ci electronic diesel engines producing 370 hp each with IPS drives, joystick docking.

SPEEDS:

RPM	KNOTS	MPH
1,000	5.5	6.3
1,500	8.3	9.6
2,000	10.0	11.5
3,000	20.0	23.0
3,600	29.0	33.4

SPECIFICATIONS

Length Overall: including swim platform	45'3"/13.8 m	
Beam:	13'5"/4.9 m	
Weight:	26,499 lbs/12,023 kg	
Fuel Capacity:	2 x 145 gal/2 x 550 L	
Water Capacity:	2 x 53 gal/2 x 200 L	
Price as tested:	\$860,000 USD FOB Annapolis, MD.	

Boat Supplied by and price quoted by:
Beneteau America, www.beneteauusa.com

The boat is approximately \$860,000 USD as tested. There are two different trim levels available, the Advantage and the Exclusive versions and our test boat was the Exclusive level with more equipment, much of which you would definitely want on such an elegant yacht.

You board by the swim platform and go up three steps to the cockpit where you find genuine teak strip decking, useful storage space under the transom bench seat that can easily accommodate three or four and most of the cockpit is underneath the flying bridge overhang, offering shade and shelter.

Side decks are wide and the hand railings are well-positioned when you want to head up to the bow where there are big reclining sun lounges, drink holders, the anchor and windlass as well as a teak bow seat that offers a memorable place to ride!



Photo credit: Gilles Marten-Raget

In a boat filled with exciting features, the flying bridge is a standout. A series of teak steps lead through a hatch to the flying bridge which is equipped with an upper helm station to starboard, a large companion seating area and with cushions that allow full stretch-out sun tanning for at least two.

Also on the flying bridge is what will probably be your favorite dining area. This has comfortable seating for six around a foldout teak table where you can enjoy both the breezes and the great view. There's a top loading refrigerator to keep your drinks cold and an available grill to do up top cooking.

The upper helm station is where most people will want to drive and our test boat was fully equipped with engine instrumentation and navigation equipment here, but so that inclement weather doesn't slow you down, there's



Photo credit: Gilles Marten-Raget

The flying bridge is simply huge with group seating, refridge, food prep options and the upper helm with companion side lounge.

also a full lower helm that we will describe in a moment.

At the transom is a Glendinning Cablemaster for pulling in the shore power cord, covered boarding ladder, and at the trailing edge of the bridge overhang, a flip down cover reveals an electric sunshade to extend further out over the cockpit. Very nice!

The large swim platform on our test boat was hydraulically operated and has dinghy chocks rated for up to 770 pounds already built into it.

The Monte Carlo 4 cockpit has a flat and uninterrupted floor right to the mirrored cabin doors and into the saloon without even a track to trip over. Love that feature.

Underway, we discovered the MC 4 was so quiet, it didn't need carpet. Real teak flooring throughout the salon area matching the wood in the cockpit. It's a modern design but should be timeless in its appeal. Lots of tinted glass keeps out the heat while giving great outward views and LED and ceiling lighting will make this very elegant at night.

The saloon features a six-seater couch, cabinet to accommodate a 26" TV and a two-level table. The galley includes a 130 litre refrigerator, 2-burner Kenyon cooktop, microwave and big stainless steel sink.

A carpeted companionway leads down to the staterooms with the VIP guest cabin in the bow. This has a big island double berth, two hanging lockers,

four opening port holes and a deck hatch. It also has its own head including electric Quietflush MSD, separate shower stall and port hole for ventilation.

The owner's stateroom is even nicer. It's full beam with large hull side windows that incorporate opening port-holes. In daytime, this cabin is bathed in light. A centre queen berth is flanked by dressers on both sides, two hanging lockers and the private owner's head, again with separate shower stall.

This is a really feature-rich yacht full of handsome light finished cabinetry, elegant fixtures, bowl sinks and many more touches that will delight its owner.

The performance is another area that will delight! The test boat was equipped with standard power twin Volvo Penta IPS 500s producing 370 hp each, the boat was smooth and quiet at all speeds and thanks to the electronic engine controls, did not slow down even during a tight turn but instead maintained that speed. When we were running, the boat was very quick to plane off and experienced very little bow rise. It never seemed to labour but smoothly responded to every command. The Volvo Penta steering and autopilot are effortless to use, even on long journeys and of course, the IPS includes joystick docking. It is very easy and intuitive to use and Volvo Penta pioneered its use in pleasurecraft several years ago now. It seems to us to have been improved somewhat over the



The cockpit has comfortable seating for a whole group and the bridge overhang offers little protection from too much sun.

Photo credit: Gilles Marten-Raget



A full beam master stateroom give this boat yacht like accommodation.

Photo credit: Gilles Marten-Raget

years as well and moving the boat sideways, rotating it or positioning it in tight quarters never raised a gear-clunk sound. Very smooth.

The hull design has a distinctive bow that is almost plumb, features a stainless steel cutwater and the design has a very deep forefoot that helps to break the waves for smoother running. The long waterline may also reduce that hobbyhorse motion you can get when bucking the waves and in the relatively calm water on test day, the boat was serene at every speed.

It is easy to be distracted by all the features and handsome design elements onboard the Monte Carlo 4 but what counts the most is the very competent performance and the spacious accommodations that design house, Nuvolari & Lenard have found onboard this 45 footer. Most impressive. •



Electronic Navigation Now also available online!

Traditional navigation on the water has been made easier with the availability of common GPS tools found with smartphones, tablets and applications. Most new chart plotters have built-in GPS. Understanding the difference between traditional chart plotting and route planning with GPS is key to getting to port safely. In this course, you will learn the difference between course plotting and tracks, the benefits and limitations of GPS out on the water, and how to safely integrate common GPS tools into your navigation planning. We offer both classroom based instruction and instructor-guided training online.

Next Course begins January 2015

Find this course and others at:
BoatingCourses.ca

Photo: Garmin



Canadian Power and Sail Squadrons
1-888-CPS-BOAT | www.boatingcourses.ca

LET YOUR BENETEAU ADVENTURE BEGIN



GT 38

GRAN TURISMO

A motor yacht where style is as much about speed and seakeeping as performance is about space, comfort and luxury.

SWIFT TRAWLER

Explore the frontiers of fuel efficiency, all-weather comfort and the stability aboard the Swift Trawler.



Swift 34



Exclusive Dealer for Ontario



Maple City
MARINE

Chatham, ON

maplecitymarine.com | 519-354-3640

Union SteamShip Marine Resort



Union Steamship Co. Marina located at the head of Seag Cove, Bowen Island is a first class, year round facility accommodating vessels 20-200 feet. A collection of unique shops, restaurants and a chandlery are all within walking distance. Full service Boaters Lounge. Original Steamship Cottages are available for overnight lodging and group functions. All surrounded by 600 acres of park.



Tel: (604) 947-0707
VHF Channel 66A
www.ussc.ca






— THE HEAT IS ON —

FORCED AIR AND HYDRONIC DIESEL HEATERS FOR POWER AND SAILBOATS

7,000 - 25,000 BTU

17,000 - 51,000 BTU



2-YEAR
WARRANTY



— SALES — WHOLESALE — INSTALLATION — SERVICE —
DEALERS WANTED

WWW.PLANARHEATERS.COM

604 719-4663

PLANAR MARINE & TRUCK AIR HEATERS LTD.

1625A FORESHORE WALK, GRANVILLE ISLAND, VANCOUVER, BC V2Y0B2

There are two Premium brands of coolers, **Yeti** and **Engel**. Long ice retention, quality throughout, heavy duty lid seals, sit on them, stand on them. They keep items cold in summer and items from freezing in winter. Many different sizes. We are the Canadian Wholesalers for both these top brands. We stock over 2,000 coolers in Edmonton. Orders are shipped throughout Canada the same day are received.

ENGEL COOLERS

BEAR RESISTANT



DEALER ENQUIRES WELCOME

MODEL		OUTSIDE	WEIGHT
YR20	Yeti	19 x 13 3/4 x 14 3/4	15 lbs.
ENG25	Engel	20.5 x 14.5 x 13.8	18 lbs.
YT35	Yeti	21 x 16 x 15 1/2	20 lbs.
ENG35	Engel	25.4 x 14.8 x 15.1	22 lbs.
YT45	Yeti	25 1/2 x 16 x 15 1/2	23 lbs.
YT50	Yeti	24 x 17 3/8 x 18 1/4	26 lbs.
YT65	Yeti	30 1/2 x 17 1/2 x 16	29 lbs.
ENG65	Engel	29.9 x 16.8 x 16.5	28 lbs.
YT75	Yeti	33 1/2 x 18 x 18	34 lbs.
ENG80	Engel	34.8 x 16.8 x 17.6	33 lbs.
YT110	Yeti	37 x 18 x 20	39 lbs.
ENG123	Engel	42 x 18.8 x 17.7	45 lbs.
YT125	Yeti	40 x 19 1/2 x 20	48 lbs.
YT160	Yeti	45 x 19 1/2 x 21 1/2	54 lbs.
ENG240	Engel	51.8 x 22.2 x 21	68 lbs.
YT250	Yeti	55 x 22 5/8 x 21 1/4	70 lbs.
ENG320	Engel	62 x 22.7 x 22.1	102 lbs.

YETI COOLERS

BEAR RESISTANT



UK Products Canada Inc.

16652 - 117 Avenue, Edmonton, Alberta
Toll Free: (877) 560-2350
Phone: (780) 484-2350 • Fax: (780) 444-3989
www.underwaterkineticscanada.com



A Down East Dream

There seems to be more and more talk these days about the “bucket list” and amongst people who are keen on boating, making that cruise to the Caribbean is a big one.

It’s a long run, but your skill and knowledge is perhaps just as important as your boat, assuming that it has the accommodations and reliability to make such a journey. But, it wouldn’t be a dream if you didn’t dream about doing it in style and comfort would it?

It’s our opinion that the Back Cove 34 is ideally suited to delivering on the dream of cruising to the Caribbean while also offering the accommodations and features that you’d enjoy every weekend here in Canada.

They say that the Back Cove story began in 2003 when Back Cove Yachts and the design team from sister company, Sabre Yachts, collaborated to create this simple but elegant powerboat range. The styling was to be reminiscent of the Maine lobster boat. A single diesel engine and standard bow thruster were chosen for efficiency and maneuverability in tight spaces and the handsome traditional styling would include an elegant cherry wood trimmed interior.

The Back Cove line includes five models; the Back Cove 30, 34, 37 and 41 and the Downeast 37. While each model has its strengths, we think that the Back Cove 34 strikes a particular balance between being spacious and comfortable while remaining economical and easy to handle. It could be the ideal yacht to make the journey from the Great Lakes down to the Caribbean. That trip will include covering fairly long distances in slow speed rivers and canals, going through locks and needing to find overnight mooring where you might not have planned to.

It’s a lot easier to find a slip for a 34 than it is for a 54! The dream usually involves travelling as a couple and the layout of this boat delivers very comfortable accommodations and amenities for two. It can sleep up to five people with 6’6” berths, but it’s an ideal couple’s boat for sure.

The designers have chosen to put the emphasis on cabin spaces that are open, airy and well proportioned. The 6’5” interior height will be appreciated and the island berth in the bow includes a large cedar lined hanging locker to starboard, more storage on the port side, four drawers under the

PERFORMANCE

ENGINE:

Cummins QSB 6.7, 480 hp, in-line 6 cylinder, 4-stroke diesel, 6.7 liter, turbocharged/aftercooled with Bosch High-Pressure Common-Rail Fuel injection.

SPEEDS:

RPM Speed	Knots	MPH
600	4.2	4.8
1,000	6.2	7.1
1,600 8.9	10.3	
2,000	12.0	13.8
2600	19.5	22.4
3,000	24.8	28.5
3,200	26.8	30.5
3,450	29.8	34.3

SPECIFICATIONS

Length: Overall (not including swim platform) 34’4”/10.46 m
 Beam: 12’/3.66 m
 Weight: 14,000 lbs/6,350 kg
 Fuel Capacity: 185 US gal/694 L
 Water Capacity: 80 US gal/300 L
 Waste Capacity: 40 US gal/150 L
 Price as tested: US \$375,000.00 with gen set, helm deck and below deck AC

Test boat supplied by and price quoted by: Jack Pady Marine Inc., www.jackpadymarine.com



Bright and open cabin spaces make living on board a pleasure on the Back Cove 34.

.....
 mary living area with a port side dinette that seats four and features an elegant inlaid table for dining.

This can be converted into another double berth and it's raised a few inches for a great view.

The galley is opposite on the starboard side and again features solid surface countertops, a large stainless steel sink, nice fixtures and a two burner cooktop. A microwave is standard and two refrigerator / freezer units have been conveniently located below the helm and companion seats.

At night, most people will enclose the cabin with the stern curtain but for cruising during the day, it's wonderful to have the space open right through to the cockpit. There is seating for five, generous storage under the floor and you can't help but notice the substantial deck hardware. The Back Cove 34 is first class.

The Back Cove 34 is equipped with

bed and places for smaller items on the side shelves. The cabin can be curtained off if privacy is desired or left open for maximum air circulation and there are several opening hatches and portholes to let those beautiful breezes blow through.

On the port side is an L-shaped settee that converts into a sleeper while opposite on the starboard side is the head compartment. That includes a separate shower stall solid surface countertops, attractive fixtures and an opening porthole for ventilation.

Throughout the interior the Back Cove 34 features cabinetry that is worthy of the name furniture; beautifully finished and with such quality details as dovetailed drawers and solid wood framing in the doors. Its finish is warm and inviting but also light colored to keep things bright and airy.

The helm deck, or main cabin on the Back Cove 34 includes two opening roof hatches, sliding side glass and an opening windshield section as well, so the breezes could really flow through when you want that. This is your pri-






Put a Throttle in Your Thruster

- Proportional control for ultra-precise maneuvering
- Extended running time
- Quieter operation than traditional thrusters
- Easy installation with plug & play S-Link CANbus cabling system
- Full-featured intelligent control panel delivers smooth power delivery
- LCD panel returns system status and monitoring
- Perfect for new builds, refits and upgrades to existing Side-Power On-Off systems

Contact Imtra for more information on the latest innovation in bow and stern thruster technology. Call 508-995-7000 or visit www.imtra.com today.



www.imtra.com

Right: The forward berth is very spacious and open for a boat of this size

Below: It's much more enjoyable to use the galley when it's up in the light and convenient to the cockpit.



single diesel engine and our test boat had a Cummins Q SB 6.7 six-cylinder diesel producing 480 hp. It's all about efficiency and at six knot canal speeds this 34 footer can do close to six miles per gallon; tremendous fuel efficiency for yacht of this size. Then, wide-open the boat hits 29.8 kn or 34.3 miles per hour. Our experience with this hull is that enjoys a wide range of effective cruising speeds allowing you to adjust the boat to be the most comfortable for the sea conditions.

The Back Cove 34 delivers a comfortable ride with sure handling and the thruster makes docking simple. The Sea Star hydraulic steering is light and accurate. A full day at the helm will be comfortable, especially thanks to the Stidd helm seat that provides a wide range of adjustment. Our test boat had been equipped with Raymarine Hybrid Touch multifunction display and a repeater plus VHF radio, GPS and the Cummins

Vessel View digital engine instruments.

This is a yacht that can really make that dream cruise a reality while still being a pleasure for day or weekend use with family and friends aboard, and that handsome down east design is timeless. We want to thank Helen and Don Coates for kindly sharing their new Back Cove 34 with us for the afternoon in Georgian Bay...bet they're down south by now! •



Visit us!
Toronto Boat Show - Booth 1623
Vancouver Boat Show - Booth 406

Why cruise slowly?

The Power to Perform

Sail faster and have more fun with a **North Gennaker™**. It's easy to use and very easy to enjoy! Order now and get ready to sail in the fast lane.

Toronto 416-259-9644 **Vancouver** 604-271-2111

www.northsails.com    Onne van der Wal photo





Our instructors are boaters, too!

Learn from their experience by taking CPS-ECP Boating Courses. Register today at: BoatingCourses.ca

Meet Francois Segard, Montreal Power and Sail Squadron

As a pre-teen Francois went on several power boating excursions in and around Montreal with his family. In 2012 he took sailing classes and the smile hasn't left his face. Francois and his wife, Kathy now sail a MacGregor 26 M, named R.E.D. (Retired Extremely Dangerous) on Lake of Two Mountains in Vaudreuil-sur-le-lac, QC.

They have completed the CPS-ECP Seamanship, Maritime Radio and Advanced Piloting courses and say, "being a part of CPS-ECP, by taking and giving courses is our way of giving back to something we are passionate about". Francois also says, "instructing courses is a great way of keeping the knowledge fresh, not to mention the meeting and interacting with like-minded people."

CPS-ECP relies on people like Francois to pass on the knowledge gained through courses and experience. We help people with boats become "boaters".



Pioneering Design and Now, Proven Performance

By Andy Adams and John Armstrong



PERFORMANCE

ENGINES:

Twin MerCruiser 8.2L Mag H.O. ECT engines, 8.2 litre displacement, 380 hp each, V8 engines with Multi-Point Fuel Injection running Bravo Three drives .

SPEEDS:

RPM	MPH
600	4.9
1,000	5.7
1,500	9.0
2,000	11.50
3,000	31.0
4,000	45.0
4,950	56.30

SPECIFICATIONS

Length: Overall including swim platform	32'11" / 9.98 m
Beam:	10'10" / 3.3 m
Weight:	11,000 lbs / 4,990 kg
Fuel Capacity:	154 gal / 583 L
Base price with optional power:	\$277,370 US

I have had the pleasure of going through the Cruiser's Yachts design department in Oconto, Wisconsin on more than one occasion as I travelled there to review newly released designs. There are creative bunch!

The company seems to really have its finger on the pulse of the changing boating tastes and yet their 328 SS model really took me by surprise. Cruisers Yachts calls this a Sport Series yacht. You might also call it a day boat with overnight accommodations, but it seems that many buyers are calling it their get away machine.

Testimony to the originality of the design, after the debut of the 328 SS at Fort Lauderdale in late 2013, the American boating press gave the 328 Sport Series their coveted Boat of the Year award for 2013. Editor's named the 328 SS "Boat of the Year" after reviewing performance data and commentary from the magazine's Tech Team. In all, that group assessed approximately 100 vessels between 30 and 70 feet. Each test considers a boat's construction, design, styling, performance, and adherence to the standards set by the American Boat and Yacht Council. Boats in contention

must also meet the demands of the mission for boats in their category. The 328 SS was chosen because it led all others in innovation and excellence in a brand-new boat category.

After 18 months or so, this pioneering design has now been widely followed and the 328 SS has proven performance in the marketplace. It's a strong seller and also delivers strong performance on the water. That's



clearly part of the attraction.

John Armstrong was our test pilot and he was wowed by the new MerCruiser 8.2 Litre big block stern drives. The 328 SS is fairly light at 11,000 lbs for a boat that's nearly 33 feet in length overall on a 10'10" beam, but it's still a lot of boat. No problem for the new Mercury engines.

It planed off in under 10 seconds, much like a much smaller runabout and then hustled on up to a breath-taking top end of over 56 mph. It's such a big boat that the speed is not uncomfortable but the 328 SS gets from A to B in record time. It has the acceleration to pull a skier or wakeboarder and you could certainly wake surf behind it too!

The runabout comparisons don't stop there either. John discovered that this hull with the MerCruiser Bravo 3



The helm is like a high performance boat with great ergonomics and full instrumentation.

sun lounge position makes this space very versatile.

The bow features its own private stereo system, a 48 quart removable cooler and a recessed trash can, plus big storage under the seats. The two table positions let you use the table to serve food and beverages, or you can drop it down, fill the space with cushions and create an even bigger lounge area. We like the convenience of the hinged seat bases and Cruisers also recessed the anchor storage locker below deck.

Rather than a centre walk-through that would have compromised the cabin layout, the 328 SS has a port side passageway from the cockpit to the bow seating area. The benefits are not just extended interior space in the galley, cabin living area and head, it accommodates a three-section door to a mid-ship storage space for bigger items.

The cabin area is quite surprising for

drives could carve a tight high-speed turn effortlessly and then at dockside, the big 328 handles like a smaller boat again with the twin engines making it a breeze to back into the slip or into the fuel dock. And after all that speed and load-hauling muscle, the big MerCruisers do better than one mile per gallon at almost all sane cruising

speeds. Cruisers Yachts has designed a real thoroughbred in the 328 SS.

The performance is a big part of the fun and all your friends can come along for the ride. The bow area delivers the wind in your hair thrill ride and it's a big spacious area. Wraparound seating with the option of a table that can be used upright or dropped down into a

LEGENDARY PERFORMANCE

BOOTH #617



VISIT THE CLASS LEADING KINGFISHER LINE UP AT BOOTH 617.



www.kingfisherboats.com

BEST-IN-CLASS RIDE RESPONSIVENESS, FISHABILITY AND TOUGHNESS.





Introducing the World's First Wireless Radar!

Experience the Freedom
of Mobility With

FURUNO

1st Watch



Untether Yourself & Enjoy Complete Radar Mobility!

Furuno's "1st Watch" DRS4W Wireless Radar is the first Radar system in the world that can be accessed directly using iOS devices, like the iPad & iPhone. The Furuno DRS4W Wireless Radar is the first step in a new direction for portable marine electronics.

- Easy installation, only a power source is required
- Simple touch interface with familiar gestures
- Range scales from 0.125 to 24 N.M.
- Use up to two iOS devices (iPad & iPhone) at once
- As easy to wirelessly connect as the WiFi network in your home or local coffee shop



DRS4W features a powerful 4kW Dome antenna



Connect up to two iOS devices at one time



Enjoy the flexibility to move around your boat



FURUNO
www.FurunoUSA.com



The bow area is the breakthrough - huge space, cooler, storage, sound system and a convertible dining table.

a boat that looks fast just standing still. The lines are quite attractive and contemporary. The low sleek appearance masks the fact that the boat has a cabin below decks with six foot headroom and some unexpected amenities.

This cabin also serves a couple of very important purposes. The concept of a big day boat means that you're out onboard the boat all day, probably with a group of people. During the day, people are going to want to use the head, or to go below and get changed so the cabin is very useful.

Access is down a few teak trimmed steps and thanks to the port side walk-through, you enter the cabin at about

the centreline with much of the space situated below the helm. The u-shaped seating layout includes a clever "magic" bed with a disappearing center cushion that converts into a berth with ease. The AC/DC panel is conveniently located by the entrance, there is a built-in refrigerator, a trash can and an optional flat screen TV and microwave. Keeping it bright and comfortable, there is a window on the starboard side and a skylight above.

Most important, the 328 SS includes a full head compartment with five feet five inches of head room, a mirrored vanity, and storage above and below the vanity unit. Cruisers added



Speed is a big part of the equation - get there and back fast to maximize your fun times.

even more comfort to the space by raising the toilet off of the floor and to wash off the sunscreen or salt water after swimming, the 328 SS has a full, curtained off shower area.

Above decks, an arch with Bimini is available to give some shade at the helm and over the main seating area and that's just the start of the great features for entertaining family and friends.

The dashboard is truly the best in class. Carefully engineered and well balanced, Cruisers Yachts included space for a complete array of instruments, full electronic and navigational systems like a Raymarine E97 hybrid /touch screen and great ergonomics.

An optional wet bar is available with a sink and a refrigerator. The wet bar is mounted directly behind the helm seat.

Cruisers Yachts' designers have created the largest sun lounge in the 32 bow rider segment. This unique lounging area expands 5' wide by 6'4" long and has four separate back positions. Boaters have the option to enjoy transom seating facing aft over the swim platform, face forward into the interior or fold it flat for a huge sun lounge equipped with a stereo remote and two speakers.

To accommodate even more guests, there is L-shaped seating that runs portside all the way up to the companion seat with an incredibly large storage underneath.

For spirited running, the cockpit can seat four adults all facing forward. With a beam spanning 10' 6", Cruisers was able to include two double wide seats facing forward with flip up bolsters and arm rests plus, as an option, you can add swivel seat bases so both can be turned to face inward when moored.

The full-width swim platform is where most people will want to sit though and there's a four step stainless steel ladder when you want to dive in.

The unique features, handsome design and modern functionality of the 328 SS will ensure it continues to be a hot seller! •

NEW MERCURY 115HP FOURSTROKE

Get heavy-duty performance behind you.

The lightweight Mercury 115hp FourStroke gets you to your favorite spots faster and ensures that nothing weighs you down. A full 20 pounds lighter than its nearest competitor, the 115hp FourStroke delivers best-in-class acceleration and overall boat performance. Its high displacement produces more torque with less work. So you can lose maintenance worries along with those unnecessary pounds. *It's good to have Mercury behind you.*



› Available with

Mercury Command Thrust Gearcase

No one boasts a wider range of Command Thrust models designed to maximize performance, handling and maneuverability for pontoons and select aluminum and fiberglass boats.



Come see us for
HARKEN Rebate Offers
at the Toronto Boat Show
Booth #G-417
& Vancouver Boat Show
Booth #394

ESP JIB REEFING & FURLING

You'll wonder how you ever sailed without it

The Harken ESP Furler was designed for cruisers, packing safety and simplicity into an efficient, hassle-free package. The ESP rolls as easily as it assembles, and is built tough to handle years of heavy reefing loads. Now when the weather kicks up, you can kick back—and adjust your sail without ever leaving the cockpit.

Sun Odyssey 41DS

HARKEN QUALITY AND PERFORMANCE FOR THE CRUISING SAILOR

- Precut foils, adjustable bottom foil; headstay and marine eye pass through foils – No cutting required
- One-piece drum, spool, and guard – Strong, lightweight, composite construction
- Anodized aluminum foils – Corrosion resistance
- Tough foil joints – Long-life durability

HARKEN[®]
INNOVATIVE SAILING SOLUTIONS



Western Marine Company
1494 Powell Street, Vancouver, B.C. V5L 5B5
Sales Tel: 604-253-7721 • Fax: 604-253-2656
Toll Free Tel: 1-800-663-0600 • Fax: 1-800-663-6790
Email: sales@westernmarine.com, Web: www.westernmarine.com



Transat Marine—Division of Western Marine Company
70 Ellis Drive Unit 1, Barrie, Ontario, CANADA L4N 8Z3
Tel: 705.721.0143, Toll Free: 800.565.9561 • Fax: 705.721.0747
Toll Free Fax: 800.390.5336
Email: info@transatmarine.com • Web: www.transatmarine.com

Easy Sailing, Gracious Living



By Robin Ball
Photos by Marlow-Hunter LLC and
True North Yachts

It is early September, a gray day with the impending threat of rain. It's a great day. The wind is blowing 12 knots off-shore with some gusts and shifts. The near shore chop is only a couple of feet. I also have the good fortune to be test sailing a brand new Marlow-Hunter 37. This boat has just been commissioned and put in the water. What a beautiful boat it is.

A spacious inviting cockpit with teak seats and sole welcome you on onboard. The four foot folding transom / swim platform, and two stern pulpit teak seats enlarge the area even more. The transom up provides helm seating. An integrated telescopic boarding ladder can be deployed with the platform up or down. There is also convenient space in the transom to store shore



power cords. High coamings make the side seating comfortable. A large lazarette provides plenty of storage. The fold down table and folding wheel make moving around easy. The Lewmar pedestal hosts the engine controls, compass, an i70 Raymarine display and autopilot. The overhead arch includes cockpit lighting and stereo speakers. Its primary purpose is to take the boom-end main sheeting and traveller up and out of the cockpit while keeping both within easy reach of the helm. The high

tapering coamings result in the primary winches being set well aft, again within easy reach of the helm.

Wide uncluttered side decks, flush hatches, coach top covered runs for running rigging and long hand rails make moving around on deck easy and safe. The upper shrouds are fixed to chain plates outboard. The lower shrouds are fixed through the deck at the outer edge of the coachroof, forward of the jib track. This inboard position of the lower shrouds allows a clear



Extensive use of cherry paneling and furniture and hardwood flooring makes the interior warm and inviting.

DSC and a remote mic at the helm, and a JVC stereo. The electrical panel includes tank level indicators.

The L shaped galley to starboard, at the foot of the companionway, is well equipped. This is a very practical and well laid out work space. The galley has twin stainless steel sinks, a single lever faucet, a fridge and a separate freezer, a microwave and a propane two burner, Force 10 oven / range, along with ample cupboards, shelves, and drawers. The forward most cupboard serves as a drying rack complete with a ventilating fan. There are Corian countertops with a top access garbage bin making clean up a breeze. Stainless rails at the counter edge provide hand holds as well as helping to keep items on the counter while underway.

Pass through the starboard side galley to enter the aft cabin. The queen-sized berth is positioned across the boat allowing for full height at the head of

walkway to the foredeck, eliminating the need to swing around the shrouds. Molded diamond non-skid provides good traction on deck. All the way forward, there are twin anchor rollers, an electric windlass, and a Danforth anchor with 150 of rode and chain. This boat has six folding mooring cleats

Below deck is even more impressive. The interior space on this 37 footer is huge. Extensive use of cherry paneling and furniture and hardwood flooring makes the interior warm and

inviting. The upholstery on our test boat is a mid-blue fabric of superior quality. The salon pedestal table is a wonderfully rich cherry veneer inlaid with the grain from four quadrants meeting in the centre. This table can be lowered to create a double berth. The large elliptical side lites, large opening hatches with screens, small side ports and LED lighting provide an abundance of light. The Nav desk is on the port side, with a contoured wooden bench, an Icom VHF with

PHILBROOK'S
BOATYARD LTD.

Experience a Higher Standard

WE

- Do It Once
- Do It Right
- Do It On Time
- Do It On Budget
- Do It All

Haulouts
Canvas
Mechanical
Electrical
Paint
Composites
Wood
Metal Fabrication

We guarantee It

CANADIAN SERVICE AND WARRANTY PROVIDERS
FOR NORDHAWN AND SELENE

Toll Free 1-877-656-1157
Phone 250-656-1157 FAX 250-656-1155
Sidney, B.C. Canada
www.philbrooks.com • yachts@philbrooks.com

In the aft cabin, the queen berth is positioned across the boat allowing for full height at the head of the bed.



SPECIFICATIONS

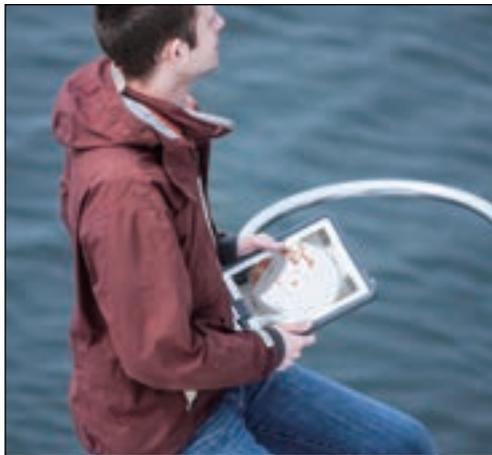
Length Overall:	39'1"	12.12 m
Hull Length:	37'6"	11.43 m
Waterline Length:	35'8"	10.87 m
Beam:	13'1"	3.99 m
Draft: Shoal	5'0"	1.52 m
Draft: Deep	6'6"	1.98 m
Displacement: Shoal	18,995 lbs	8,616 kg
Ballast: Shoal	5,727 lbs	2,598 kg
Ballast: Deep	5,125 lbs	2,325 kg
Mast Height: From Waterline - Standard	59'2"	18.03 m
Mast Height: From Waterline - Furling	61'2"	18.64 m
Sail Area: Standard	856 sq ft	79.53 sq m
Sail Area: Furling	764 sq ft	70.98 sq m
Headroom:	6'6"	1.98 m
Fuel Capacity	50 gal	189 L
Water Capacity	80 gal	303 L
Holding Tank Capacity	25 gal	95 L
Water Heater	5 gal	19 L
Inboard Engine	29 HP	21.3 kW
CE Classification:	A/10	

the bed. Two hanging lockers are cedar lined, and along with a cupboard, provide the storage in this cabin. An inner-spring mattress is an option for this berth. A door on the port side provides ensuite access to the shower and head.

The boat's single head is to port of the companionway. A Corian countertop and stainless steel washbasin comprise the vanity in the forward 1/2 of the head. Storage is found behind the fold down mirror and below the basin. A bi-fold plexiglass door separates the vanity

from the shower / toilet area. A teak bench folds down over the toilet for use while showering. Overall the head is reasonably roomy for a 37 foot sailboat.

The V-berth could in fact be the preferred accommodation on this boat. Two cedar lined hanging lockers, another locker under the aft edge of the berth, shelves, a cubby hole, large under berth lockers and shelves provide tons of storage space. Head room is better here than the aft cabin, even if the bed is smaller.



Introducing the World's First Wireless Radar!

Experience the Freedom of Mobility With

FURUNO

1st Watch



Furuno's "1st Watch" DRS4W Wireless Radar is the first Radar system in the world that can be accessed directly using iOS devices, like the iPad & iPhone. The Furuno DRS4W Wireless Radar is the first step in a new direction for portable marine electronics.

- ▶ Easy installation, only a power source is required
- ▶ Simple touch interface with familiar gestures
- ▶ Range scales from 0.125 to 24 N.M.
- ▶ Use up to two iOS devices (iPad & iPhone) at once
- ▶ As easy to wirelessly connect as the WiFi network in your home or local coffee shop

Visit Our Showroom At
1628 Duranleau Street
Granville Island, B.C. V6H 3S4

604-688-2325

604-688-5162 fax • www.Roton.ca

Roton
INDUSTRIES

FURUNO
www.FurunoUSA.com



The L-shaped galley to starboard, at the foot of the companionway, is well equipped.

Cruise Longer, Pump Out Less With VacuFlush®



Product Testimonial

"I had two VacuFlush systems installed in 1988. I have experienced 23 years of odor-free, troublefree bliss. These are irreplaceable items in any boat."

— Augusto "Kiko" Villalon, boat owner



VacuFlush

Left to right: 5000 Series Toilet, HTS-VG Holding Tank System, J Series Vacuum Generator, and 4800 Series Toilet with VFS Flush Switch

Low Water Use Increases Flush Capacity for Fewer Pump Outs

- Powerful vacuum flush.
- Clog-free, odor-free performance.
- As low as 1 pint of fresh water per flush.
- As low as 3 amps per flush.
- Residential-style toilets with full-size seats.
- Wall switch or foot pedal activation.
- Unbeatable reliability.



Specialty Marine Hardware

Please Visit Us in Booth #G-417
and Save Up to \$500
on a VacuFlush System.



Sealand®

by Dometic GROUP

ISO 9001:2008

Sailing this boat is easy. The furling jib and furling main make deploying sails a pleasure. There is no lifting of sails, no sail bags to unzip and no need to leave the cockpit. Out test boat carried a vertically battened main. In 12-14 knots of true wind and a small chop the boat handled very nicely. Close-hauled with 18 – 20 apparent we were moving along nicely at 7.5 to 8 knots. The concave shape of the bow section of the hull is intended to reduce pitching by helping to cut through the waves. The chine carried from the beam all the way aft helps to provide stability. In those conditions we were heeled 10-15 ° with about 10 ° of weather helm rudder carrying full sail area. The B&R designed rig has no backstay eliminating interference with the roach on the main. There is also no baby stay for the jib to foul on. Tacking was quick and simple. I am a fan of boom end sheeting. I like the control it provides of the boom and the shape of the sail. As designed, the arch with its mainsheet traveller provides excellent control, within reach of the helm, and with everything overhead out of the way. Cracked off a little on a close reach, the helm was more neutral. On a beam reach with the wind down slightly, we maintained 6 – 6.5 knots of speed and the helm was balanced. Downwind, the small jib has trouble behind this main driven rig. The swept spreaders discourage playing the main all the way out to flop on the rig. The boat is set up for an optional genneker or A-Sail. I would recommend that option if any distance cruising is contemplated. Under power the optional 40hp Yanmar Sail-Drive with a two blade fixed prop moved us along at +7 knots without having to bury the throttle.

In this new 2015 – 37 Marlow-Hunter has produced a comfortable, stylish, well designed cruiser which is quick and easily sailed. This boat will very comfortably take four to six people overnight and would be exceptional for a couple on an extended vacation. •



• **THERE ARE NO FINER** •

RACING & CRUISING

Sails

• **DARE TO COMPARE** •



Take a walk in any marina and you'll find Lee Sails. Why? Since 1947 we have been a worldwide leader in handcrafted, high quality cruising sails. From Tall Ships to small boats, every Lee Sail is built with the same commitment to superior quality and value. Whether you're crossing an ocean or racing around buoys, you'll know your sails will hold their shape and last longer. That's why we confidently say "Dare to Compare"!

Lee Quality is Unsurpassed.
Dare to Compare!



Visit www.lesailsdirect.com today to view our construction process, hardware, read testimonials and obtain a quote.

LEE
SAILS *DIRECT.com*



MARTIN MARINE



VERY COMPETITIVE PRICES WITH A GREAT SELECTION

1176 Welch Street, North Vancouver,
B.C. V7P1B2 Phone: 604-985-0911

NEW LOCATION, CALL FOR DIRECTIONS

Toll Free: 1-866-985-0911

FREE PARKING



VISIT US AT BOOTH 167
at THE VANCOUVER INTERNATIONAL BOAT SHOW

Hurricane II[®]

HYDRONIC HEATING SYSTEMS

Centralized Heat And Hot Water For Your Boat

FEATURING THE NEW HURRICANE ZEPHYR

SPACE HEATING AND HOT WATER IN A SMALL DIESEL FURNACE



EXTEND YOUR BOATING SEASON!

ENJOY FULL-FEATURED HYDRONIC

HEATING WITH MULTIPLE HEAT

ZONES AND UNLIMITED HOT WATER.

WITH THE HURRICANE II YOU GET

THE COMFORTS OF HOME ON YOUR YACHT,

WHETHER AT ANCHOR OR OUT AT SEA.

Designed for the boater who demands
no compromise performance.

www.itrheat.com

Canada 1.800.755.1272 USA 1.800.993.4402



INTERNATIONAL THERMAL RESEARCH

DELPHIA

TRUE YACHTS[®]



"The flagship of the Delphia range.
Outstanding performance and
safety while blue water sailing."

K. Jabłoński

KAROL JABŁOŃSKI,
professional racing skipper
and world champion

RDC CATEGORY A,
PROVEN BY MASTERS[®]

DELPHIA 47



Authorized dealer — Canada and USA:

northlakesyachting.com
manitowoc-marina.com

DELPHIAYACHTS.EU



A Quick, Fully Loaded Cruiser



By David Schmidt

As a semi-recent transplant to the Pacific Northwest from New England's historic waters, I was thrilled to learn that the boating season here in Seattle is much longer than it is back East, provided, of course, that your boat is up to the task. While our summer months here at 48 degrees north are characterized by massive high-pressure systems that park-up over the Olympic Peninsula and Vancouver Island, delivering bluebird days that are void of any real breeze, our fall, winter and spring months offer plenty of pressure, usually combined with some lively seas, especially when the wind angle disagrees with the tide. This combination of distinctive seasonal weather, paired with the Pacific Northwest's (in)famous rain and grey, rewards cruising boats that offer some on-deck protection from the elements, as well as a comfortable saloon and galley for après sailing, once the sails have been furled and the cabin heater has been switched on.

As I approached the Hanse 575 at

Port Sidney Marina in Sidney, Victoria, B.C., I noticed three things: her impressive freeboard, her spacious, teak-clad foredeck and the 15-knot late-October breeze that was piping in from the south—the same direction that the tide was draining.

“Not to worry,” said Brian Huse, a broker from nearby Freedom Marine,

as we climbed aboard. “She’s a dry boat.” Having logged my share of Northwest winter miles, I still donned my bibs and seaboots, just in case.

Our test boat, Crescent Wave, is privately owned, and is equipped with lots of goodies, including optional retractable bow and stern thrusters. These immediately proved invaluable



Everything for Your Boat – Power or Sail!



Chandlery

Custom Upholstery

Dodgers and Biminis

**Winter Covers
and more!**

15% OFF
at the Boat Show!
Booth G447



GENCO Marine

GencoMarine.com info@gencomarine.com

1-800-361-2890



Mississauga

1008 Rangeview Road

905-278-2891

as Huse wove Crescent Wave out of her tight slip. While Huse obviously knows Crescent Wave's dimensions and turning radius, it was equally obvious that the dual thrusters pacified any docking anxieties, even with the boat's ample freeboard and the breeze.

I took the helm while Huse and Gareth Wood raised the mainsail—a push-button affair—and unfurled the self-tacking jib. A few more button presses trimmed-on the sails, and we were soon making seven to eight knots towards Sidney Spit before tacking for the Cordova Channel.

Crescent Wave charged through the gathering chop, and I realized that—while warm—my bibs and boots were overkill: I didn't see a single errant drop tag the cockpit sole. I also realized that the Hanse 575 is a capable year-round cruiser, given her dry, spacious cockpit, her easy-to-single-hand systems and her plush interior, while her Judel/Vrolijk design adds an element of performance-sailing pedigree to her DNA.

Construction: The Hanse 575 is built in Greifswald, Germany, to Germanischer Lloyd SE's ocean-going classification standards. The GRP hull uses a balsa core and is hand laid using polyester epoxy for all inner laminates and Vinylester resins for all outer laminates, as well as an Isophthalic gelcoat. All bulkheads are laminated to the hull and the deck, a composite sub-frame adds structural rigidity; the keel is attached using Stainless Steel bolts and backing plates. The GRP deck is balsa-cored and is hand laid with a Vinylester outer layer, and polyester for the majority of its laminate.

On Deck: Big teak expanses best describe the Hanse 575's large and comfortable deck layout. Dual helms (with optional helm seats), a scooped-out cockpit transom, dual retractable cockpit tables (that double as a huge sun-bathing area/abovedecks berth), dual waterproof stowage compartments (either side of the companionway) and a pronounced bulwark that runs from bow to stern are other important on-deck features. The Hanse 575 is equipped with an innovative tender garage (designed for a Williams 2.8 meter jet tender, but it will accommodate other similar-sized boats) and a hydraulically controlled platform that dips into the water for easy swimmer/tender access. Crescent Wave features a spacious sail locker, located directly abaft her stem, and a powered windlass. All hatches are flush-deck, making for a clean, aesthetically pleasing deck. A two-spreader, keel-stepped Sparcraft aluminum rig with a self-tacking jib is standard. Crucial running rigging such as the main halyard, the mainsheet, the jib sheet and the jib-furling line are led aft, via tunnels, to powered winches (one at each helm).

Accommodations – Although Hanse typically avoids incorporating custom features into its production models, the 575 is available in six different interior designs (one "standard" and five "optional" layouts). Our test boat featured a generous owner cabin (V-berth), dual quarter berths,



two heads/showers and a bunk-bed cabin that's great for junior (or single) guests. All interior designs feature an open, loft-like interior with a portside center-ship galley, a large settee area (with a retractable table that converts to a king-size berth), and forward-facing nav station/desk. All six layouts are available in a variety of woods and upholstery options, and all versions feature plenty of natural lighting (via hull windows and deck-mounted hatches/windows, as well as dimmable

LED lighting throughout the vessel). Tall sailors will especially appreciate the interior's generous headroom, and the boat comes with stepladders for accessing ceiling hatches.

Under Sail – While the Hanse 575 carries a lot of freeboard and interior volume her hull is still slippery and quick. The boat tacked through 100 degrees (N.B., the boat's magnetic and electronic compasses were not properly swung/calibrated) and had no trouble making 7.8 knots in 13-15 knots of



SPECIFICATIONS

Headroom: 6ft 9in
 Berths: 6ft 6 in x 2ft (V-berth suite), 9ft 5in x 4ft 11in (saloon), 6ft 5in x 2ft 6in (bunk cabin) and 6ft 9in x 5ft 3in (quarter berths)
 LOA: 56ft 3in
 LWL: 49ft 8in
 Beam: 17ft
 Draft: 9ft 4in (standard); 7ft 4in (optional shoal-draft keel)
 Displacement: 42,990 lbs
 Ballast: 13,007 lbs
 Sail Area: 1,727.5 ft² (Main: 927'9" ft², 105% Genoa: 796'5" ft²)
 Fuel/Water/Waste (Gal): 138/214/44
 Engine: Volvo D3-110 shaft-drive diesel engine
 Electrical: 330AH (house) 90AH (engine)
 Designer: Judel/Vrolijk & co., www.judel-vrolijk.com
 Builder: Hanse Yachts, www.hanseyachts.com
 U.S. Contact: Doug Brophy, dbrophy@hanseyachts.com
 Price: \$550,000 US, FOB Baltimore, Maryland
 Ballast Ratio: 30.3
 Sail Area-Displacement Ratio: 22.52
 Displacement-Length Ratio: 155.39

breeze while sailing upwind. Short tacking up the Cordova Channel was a singlehanded affair that simply required stepping from one helm station to the other. The helm felt balanced but a touch stiff in the big puffs, and Huse advised that we were at the crossover between carrying a full main and tucking in a reef. While the boat is a fully loaded cruiser, she had no trouble quickly covering ground in the small, choppy seas and the cold, late-October air. Crescent Wave was only equipped with a main and a self-tacking jib (but is configured to fly other headsails and an asymmetrical spinnaker), so our downwind run involved sliding comfortably along at seven or eight knots. Yet once we cleared Cordova Channel and could heat up our apparent-wind angle, Crescent Wave proved that she loves reaching as much as her crew.

Under Power – The Hanse 575 is equipped with a Volvo D3-110 shaft-



- Plenty of interior room/headroom/light
- Fantastic tender garage
- Spacious teak decks

Cons:

- Self-tracking jib limits roller-reefing options

Conclusion: The Hanse 575 could be a great cruising boat for owners who are interested in a wide variety of sailing, from fun-minded transoceanic cruising rallies to coastal-cruising adventures with family and friends. The boat has no trouble accommodating two or three couples and their children, yet one or two capable sailors can easily handle the boat in almost any condition. Build quality is solid, and the boat's clean deck layout, its contemporary design and its slippery, performance-minded sailing characteristics should make this a popular design. •

drive diesel engine (a 150-horsepower diesel engine is optional) and two optional retractable thrusters (bow and stern) ease close-quarters maneuvering. Our test boat was also equipped with a wireless fob for starting the engine. Thruster controls are situated at both of the boat's redundant helm stations, each of which offers great sight lines for docking or negotiating tight mooring

fields. Couple the boat's lengthy waterline and her capable engine and the 575 had no trouble making nine knots at 2,400 RPMs, without generating much noise or hull vibration.

OUR TAKE:

Pros:

- Dry, comfortable ride

BETA MARINE

High Quality Engines and Generators

6 Reasons to Buy A Beta

- Unbeatable Value
- Superior Engineering
- Designed for easy servicing
- Custom tailored packages
- 5 Year Warranty
- Expert technical support from purchase to install

AquaFacts Yachting Services
519 768 3438
aquafacts@gmail.com

Contact your local Dealer

Crinmar
613 634 8100
crinmar@crinmar.com
www.crinmar.com

www.betamarinecanada.com
250 655 4543 betacanada@shaw.ca

BOATCAN.com & BOATCAN West.com

find thousands of boats online

BUY a boat | SELL a boat | Brokers/Dealers | Reviews Services | Manufacturers | Resources

Featuring
BOAT ALERT
The quickest way to find your new boat

New Tech' Volvo Penta Diesels

Boost Coast Guard Auxilliary Boat's Top Speed

Is a re-power a good idea?
Read on...

By Andy Adams

How important would it be to you if your local auxiliary rescue vessel had just been re-powered and now went 12 mph faster?

Of course it's a joke question, but it's really what happened and it could be a huge difference if you had struck an obstacle and were taking on water. Well, the Pickering Auxiliary Rescue Association (PARA) has just re-powered their rescue vessel and that's what they got – 12 mph more top speed. As part of the Coast Guard Auxilliary, PARA provides life-saving services from the center of Durham and Whitby, through Pickering and Frenchman's Bay and west of Bluffer's Park as well as supporting Metro Toronto Police Marine unit in the Eastern GTA.

Built in 1994 to commercial standards out of welded aluminum plate, this very deep vee rescue boat was originally powered with matching 1994 Volvo Penta diesel engines and Duo-Prop out drives. After 20 years of rescue use, the engines were simply worn right out and the association was faced with the question of whether to replace the boat, or re-power it.

Step one had to be a thorough survey to determine if the vessel was still structurally sound. It was.

Jon Moles of Toronto Yacht Services was contracted to do the re-powering and later, he very kindly sat down and walked us through the reasons why the Pickering Auxiliary Rescue Association chose to re-power, the process they went through and the end results. All in all, the re-power was only 25% of the cost of replacing the entire vessel and the original boat was basically the right size and design in the first place.

You've often read in this magazine about the tremendous improvements in performance and economy that we have seen in the new engines; gains that largely result from computer

After: shiny new heavy duty Duo-Prop drives and a transom that will stay clean in the future. But appearance is just the beginning.

engine management, better quality fuels and new technologies like common rail high pressure fuel injection. This boat is a real-life example of why you might consider re-powering your boat if it is still sound.

After Toronto Yacht Services had completed the project and PARA had run their tests on it, John told us that:

- the new engines are lighter
- physically smaller
- run quieter
- produce more power
- use less fuel
- generate lower emissions

An unexpected benefit of the repowering is that the



Before: worn out drives, smoky engines and a dirty transom.



This was the original portside engine and the oily bilge before the project began.

Chris Aslin from Aslin Boat Building of Toronto came up and did an outstanding job of welding in new three-quarter inch aluminum plate transom reinforcements so the boat could handle the D-4s power.



Volvo Penta has created an engine installation jig to achieve exact positioning.

Toronto Yacht Services is in the final stretch. We see the entire engine bay and the second engine on its way in.



Here we see them fabricating new engine mounts. The new engines are shorter, but they are taller so the engine hatches had to be raised. Now there's a lot better service access at the front.

extremely compact for their high output. The twin D-4s are mated to the new DPH heavy-duty out drives.

The old engines smoked like crazy and it's easy to see how dirty the stern of the boat was and how oily the bilge had become, even though the Association did their best to look after the boat and keep it clean.

CONCLUSION

With everything installed and connected, a new coat of Awl-grip paint and new graphics completed the task. For the Pickering Auxiliary Rescue Association, all the benefits listed above would have been plenty, but Jon Moles pointed out that in addition to all that, the new engines accommodate new helm instruments with far better connectivity and with an NMEA 2000 gateway, the crews benefit from better navigation information and far more engine data to help keep the D-4s in top shape. Toronto Yacht Services is an authorized Volvo Penta dealer specializing in service/installation of diesel engines 1-13 L and IPS. Their list of clients includes PARA, Metro Toronto Police Marine Unit, Peel Regional Police Marine Unit and the Canadian Coast Guard.

PARA got great results. Could your boat benefit from a re-powering? •

Pickering Auxiliary Rescue officers can now talk to each other as they race out on a call. Previously, the boat was so loud that conversation was impossible!

The new engines they selected were Volvo Penta D4-260's. These 3.7 litre 4-cylinder engines feature common rail fuel injection system, double overhead camshafts, 4 valves per cylinder, turbocharger, compressor, and aftercooler. The interaction of these features, the large swept volume, and the EVC system (electronic engine controls) results in exceptional diesel performance combined with low emissions. The engines are

25°47'42"N 80°8'0"W



PROGRESSIVE[®]

MIAMI

International Boat Show[®]

FEBRUARY 12-16, 2015

Miami Beach Convention Center

New Yacht & Power Boat Show at Sea Isle Marina

Strictly Sail[®] Miami at Miamarina at Bayside Marketplace

See the world of boating & enjoy the sun and fun of Miami!

If it's for boating, you'll find it HERE!

MiamiBoatShow.com



PRODUCED BY



PROGRESSIVE

MIAMI BEACH VISITOR AND CONVENTION AUTHORITY

FIND US ON





Picture Your Selfie on a Boat

SEATTLE
BOAT SHOW
INDOORS + AFLOAT

It's a

BIG DEAL

Find your big deal at the West Coast's largest boat show, featuring the biggest display of boats, yachts, electronics and gear. For discounts, giveaways and a complete list of exhibitors and seminars, visit us today at www.SeattleBoatShow.com

JAN 23 - FEB 01 | 2015

CENTURYLINK FIELD EVENT CENTER & SOUTH LAKE UNION

www.SeattleBoatShow.com

**YOUR MARINA,
IN THE HEART OF TORONTO**

OUTER HARBOUR MARINA | **MARINA DE L'AVANT-PORT**

Coordinates
43.38.60 N
79.19.50 W

10 minutes from the downtown core
475 Unwin Avenue, Toronto, ON M4M 3M2 | outerharbourmarina.ca
Tel: 416 778 6245 | Email: marina@torontoport.com

OWNED AND OPERATED BY:
Toronto Port Authority | Administration Portuaire de Toronto

Ordinary People. Extraordinary Vacations!

CYOA has been helping people make the most of their vacations for over 30 years with beautifully maintained yachts, sensible prices, and a friendly, professional staff.

We offer ...

- The exclusive catamaran fleet on St. Thomas, delivering luxury and privacy above and below deck.
- Exciting late-model monohulls.
- More time on the water, since we're just 10 minutes from the St. Thomas airport.
- Sensible rates – the same as last year.
- A guaranteed payment yacht ownership program.

Learn more at www.cyoacharters.com



Reservations:
US & Canada +800-944-2962 | International +386-210-4155
Fax +340-777-9750 | St. Thomas Base +340-777-9690
3562 Honduras #4, Frenchtown Marina
St. Thomas USVI 00802-5741



Sail Cats | Monohulls | Bareboat | Skipped
www.cyoacharters.com | info@cyoacharters.com



CYOA is enviro-friendly and 100% holding tank equipped

How sailing vacations should be.

Experience 'mindless relaxation' on an all-inclusive, crewed catamaran sailing vacation throughout some of the world's most exotic island locations.

Located at Booth #1607

Toronto International Boat Show Special

Save up to 30% when reserved at the show

25% deposit reserves the show price with up to 12 months to sail.

Show Special Includes:

- Stateroom with private bath on a Lagoon catamaran
- Captain & Chef
- Gourmet meals & open bar!
- On-board sports: snorkeling gear, stand up paddleboard sea kayak, swim toys & more
- Water & fuel

Choose from any of our exotic island locations:

- British Virgin Islands
- St. Maarten/St. Barths
- Greek Isles
- St. John

7 Night **All-inclusive**

From **\$1,848**/person*



www.festivasailingvacations.com
Blog.festivasailingvacations.com


Festiva Sailing
VACATIONS

How sailing vacations should be.

866-575-3951

*Show prices are valid for any date up to 12 months when purchased during show dates only. Offer expires the final day of show at 5pm.

**EARLY BOOKING DISCOUNTS
FOR 2015 BOOKINGS**



**Come See Us at The Vancouver
International Boat Show or Call Us for
BOAT SHOW DISCOUNTS!**

Experience the West Coast Explore with Blue Pacific Yacht Charters

Customized Cruise & Learn

With our private Cruise & Learn program you complete the course theory at home then do the practical with a professional instructor as part of a cruising holiday

Yacht Lease

Our Yacht Share program is an ideal way to learn to boat and enjoy year-round cruising without owning your own yacht. Starting at about \$375 per month you can enjoy sailing or power boating for up to 64 days a year

Chartering

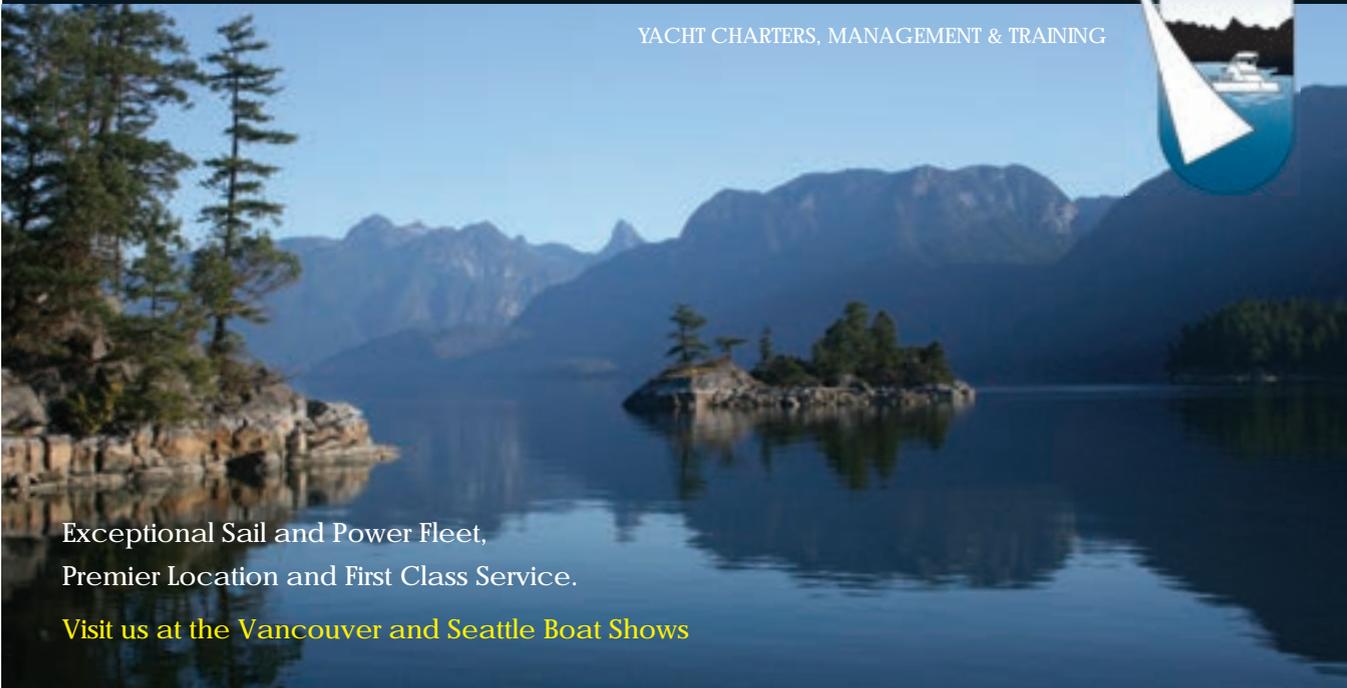
If you know how to boat or would like to hire an instructor, charter one of Blue Pacific's well maintained yachts and explore Desolation Sound, the Gulf Islands, the San Juans or the Sunshine Coast

1519 Foreshore Walk, Granville Island, Vancouver, BC. V6H3X3
Tel: 604-682-2161 Toll Free 1-800-237-2392 Fax 604-682-2722
www.bluepacificcharters.com info@bluepacificcharters.com

DESOLATION SOUND YACHT CHARTERS

Comox , British Columbia, Canada

YACHT CHARTERS, MANAGEMENT & TRAINING



Exceptional Sail and Power Fleet,
Premier Location and First Class Service.

Visit us at the **Vancouver and Seattle Boat Shows**

Tel: 250-339-4914 Toll Free: 1-877-647-3815
 charter@desolationsoundyachtcharters.com
 www.desolationsoundyachtcharters.com



Poseidon Charters
sail the world

Your tour operator
and Mediterranean
charter specialist
for over 20 years

Yacht charter
Crewed Yacht
Flotilla
Cabin charter
Mini-cruise

DISCOVER
the world's most stunning destinations

www.poseidoncharters.com
 Call 1 450 923 7770 or 1 888 372 7245
 Email info@poseidoncharters.com

Come see us
at the Toronto
International Boat Show
Quebec travel agency 702615

North Channel - Georgian Bay - Lake Huron






- Sailboats, Catamarans & Powerboats
- 27' to 50'
- Bareboat & Crewed Charters
- 36 years in operation
- Welcoming New Boats for 2014

Owners: Ken Blodgett & Pam McLaughlin



CANADIAN YACHT CHARTERS

30 Water Street, Gore Bay, ON POP 1H0
 1-800-565-0022 705-282-0185

www.cyncnorth.com info@cyncnorth.com



BVI
Grenada
Antigua
St Maarten
St Vincent

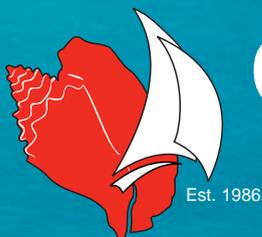


you're in the **right** company

Horizon Yacht Charters gives you the freedom to choose from a superb fleet of monohulls and catamarans from 31' to 57' at five stunning Caribbean destinations. Choose a bareboat or skippered charter, a learn-to-sail course or even a luxury crewed charter.

Tel: +1.284.494.8787
Toll free: +1.877.494.8787

www.horizonyachtcharters.com
info@horizonyachtcharters.com



Conch Charters Ltd.

British Virgin Islands

**"BVI's
Best Deals
on Keels!"**

- Bareboat/Skippered
- Monohulls 32' - 52'
- Catamarans 38' - 47'

27th Charter Season

Our Cat prices will make you purrrr!!

WWW.CONCHCHARTERS.COM

email: sailing@conchcharters.com

Tel. (284) 494-4868 • Toll Free: USA 800-521-8939 • Canada 800-463-6625

Yacht Brokerage Division: charteryachtsales.com

"Best Yacht Management Program"



The British Virgin Islands

Belize

St. Vincent & The Grenadines



"Let us show you around our backyard."

Barney & Lin Crook
Owners of TMM for 32 years

Our goal at TMM is simple - to ensure your sailing dreams come true. You will experience one-on-one personal service from our team who truly care about your charter experience with our company. For 35 years TMM has been providing its clients with first-hand local knowledge, friendly and memorable staff, and a diverse fleet of modern yachts at affordable prices.

Discover the TMM difference, you won't be disappointed.

1-800-633-0155

www.sailtmm.com

Catamarans // Monohulls // Motor Yachts // Yacht Sales // Ownership Programs



Yacht Time

by Gone Sailing Adventures

yachttime.biz
416.529.4361

Fractional Yachting · Unlimited Sailing · Professional Management
Fair Weather Guarantee · Central Toronto Location · No Long Term Commitment
Private Toronto Charters · Sail Canada & NauticEd Instruction · Caribbean Flotillas & Charters

PHOTO: NICOLAS CLARIS



YOUR WINTER ESCAPE

Escape the cold on an affordable yacht vacation
in the British Virgin Islands.

   877.426.4326 | www.footloosecharters.com



Come on Board and discover Europe!



Navigate the rivers and canals of Europe surrounded by ancient castles, small villages and beautiful vineyards. Travel at your own pace stopping whenever and wherever you want. Best of all, no license or experience is required!

Our extensive fleet of boats can accommodate any family or group size, from 2 to 12 people, ideal for cruising as a couples, family or friends.

Choose from nine amazing locations in Europe including France, Germany, England, Ireland, Scotland, Italy, Belgium, Holland and Poland. Whichever country you choose to explore you will take home cherished memories of a truly one-of-a-kind vacation.

Call to book your 2015 vacation now!

Team Le boat



1-800-992-0291
www.leboat.com
info@leboat.com

Leave the Winter Cold
in Your Wake



*Experience paradise in the British Virgin Islands,
where the warmth of spring turns ordinary sailing into
unforgettable charters.*

UNFORGETTABLE MOMENTS
on the water

Call 855.201.9629 or visit www.moorings.com/cy



The Moorings®
Est. 1969

WISH YOU WERE HERE?



Sunsail



Picture the scene. Warm tropical breezes. Soft white sands. Clear blue waters. The Caribbean is calling this winter – and we've introduced more of our large yachts so you can sail in style with all your family and friends. From the ancient Belize to the 700 islands of the Bahamas and the spice plantations of Grenada, we're inviting you to leave the cold behind this Christmas.

We've shaken out the beach towels, set out the cocktail glasses and gotten our yachts ready and waiting for your visit.

So what are you waiting for?

LEARN TO SAIL FROM AN ACCREDITED
ASA TRAINER WHILE ON CHARTER.
ASK YOUR VACATION PLANNER FOR
INFO ON LEARNING OPPORTUNITIES.

SEE THE WORLD, DIFFERENTLY.
877 937 0841 WWW.SUNSAIL.COM/CY

 **Sunsail**
VACATIONS



Power & Sail

See a boat on
yachtworld.com?
Let us help you buy it.

Looking to buy a boat
from the USA?
We can help.

Need help with
Financing?
Our in-house F&I
department can help
customize a loan to fit
your needs - and we
can help you get the
best rates possible
from major banks and
marine lenders.

After purchase care?
Our mobile service
team can come
directly to your vessel
with certified, experi-
enced technicians to
service and maintain
your boat.

truenorthyachts.ca
(905) 274-8001

POWER

Contact sales@truenorthyachts.ca - (905) 274-8001

2011 Mainship 395 Trawler \$ 304,000  <p>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.</p>	2014 Beneteau Swift Trawler 44  <p>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.</p>	2014 Beneteau Swift Trawler 34  <p>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.</p>	2014 Beneteau Gran Turismo 38  <p>In stock! This GT 38 is powered with twin Volvo diesel 300 HP stern drives and equipped with a Volvo Joystick for ease in handling. The Air Step Hull gives her exceptional performance and planing speed.</p>	2006 Rinker 320 Express Cruiser \$ 71,900  <p>A very special boat... Stylish, well-equipped solid cruiser in fantastic condition! She comes with a bimini top and full camper back!</p>
2011 Sea Ray 280 Sundeck \$ 69,500  <p>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.</p>	2006 35' Regal 3360 Window Express \$ 97,500  <p>Low hours, loaded. Very clean. Bowthruster - Generator - A/C - Radar - Cockpit fridge - Full canvas cover & cockpit cover. Bring all offers!</p>	1999 Sea Ray 630 Sundancer \$ 399,989  <p>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!</p>	2006 Silverton 34 Convertible \$ 154,900  <p>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.</p>	2002 Doral 360 SE \$ 98,500  <p>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.</p>

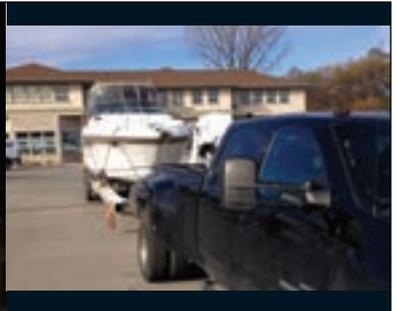
SAIL

Contact sales@truenorthyachts.ca - (905) 274-8001

2014 Marlow-Hunter 33 The latest from Marlow-Hunter!  <p>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.</p>	2015 Marlow-Hunter 37 In Stock!  <p>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.</p>	2010 Sabre 386 \$ 325,000  <p>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!</p>	2002 Hunter 410 \$ 139,000  <p>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.</p>	2008 Hunter 41 AC \$ 199,900  <p>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!</p>
2015 Dufour 410 In stock - new arrival!  <p>The latest from the design group of Felci Yacht Design and Dufour Yachts comes the stunning Dufour 410. In stock and available to view!</p>	2005 Hunter 44 \$ 189,900  <p>Looking for a "Turn Key" boat that has been lightly used and ready to go? The AC sports the same layout as the DS (Deck Saloon) 44 however with a much more streamlined coachroof.</p>	2012 Dufour 445 GL Demonstrator discount!  <p>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!</p>	2009 Beneteau 37 \$ 167,900  <p>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.</p>	2005 Tartan 3400 \$ 174,900  <p>One Owner in Pristine condition and ready for fast and easy cruising. Always Fresh water. Twin Head sails with 100% Self tacking sail for on the wind and easy tacking and for off the wind performance.</p>



Pier 8 Yacht Brokers Inc.



We are the Only Broker in Hamilton with a waterfront office and are the Exclusive Broker located at Harbour West Marina.

- We offer offsite, outdoor & heated indoor storage & showroom
- Transportation with our own equipment Power & sail to 41'

POWER

1974	68 Chris Craft Roamer aluminum project	\$79,900
2000	39 Silverton 392 220 hours mint	\$105,900
1998	38 Crusiers 3870 DIESEL	\$110,000
2008	32 Searay 320 45 HOURS MINT	\$144,900
1985	32 Carver AFT	\$22,500
1995	32 Wellcraft 3200 7.4 IB's clean	\$32,900

1988	32 Bayliner 3288 Flybridge	\$28,900
1997	30 Doral 300SE updated & clean	\$46,900
1989	30 Doral Prestancia	\$22,500
1985	28 Carver Riviera complete refit	\$25,900

SAIL

2008	37 Catalina 375 one owner	\$199,900
1985	34 Hunter constant upgrades	\$29,900
1980	30 Nonsuch Classic	\$49,900

Pier 8 Yacht Brokers Inc.
 Harbour West Marina
 1 Guise St., Hamilton, On L8L 1K1
 905 512 1151

www.pier8.ca

Jeff Miller: jeff@pier8.ca • Pier 8 Yacht Brokers • Previously Enjoyed Power & Sail Boats

A PAIR OF BEAUTIES IN THE 33 - 34 FOOT RANGE



Clean, Updated Catalina 34

This **1990 Catalina 34** is a great design featuring a large cockpit with a walk thru transom, a very spacious and nicely appointed interior. But the big story on this boat is the amount of NEW! Ugrades to sails, electronics, canvas and much more. This Catalina 34 won't last long so call **Shawn at 416 871 5812 or email: shawn@navypointmarine.com**.



2001 Beneteau 331 - New Main!

This **2001 Beneteau 331** is outfitted for cruising. This nicely equipped and in good shape Beneteau 331 comes complete with dodger, bimini and full enclosure (2009), two anchors, Raymarine electronics, winter cover (2007), BBQ and a new main sail (2013). **CALL Shawn at 416 871 5812 or email: shawn@navypointmarine.com**.

TORONTO • SACKETS HARBOR • ROCHESTER
navypointmarine.com

NAVY POINT
 • YACHT SALES •

VISIT NAVY POINT YACHT SALES AT THE TORONTO INTERNATIONAL BOAT SHOW - JAN 09 - 18 2015

PAT STURGEON YACHTS LTD.

www.patsturgeonyachts.com - salesinfo@patsturgeonyachts.com



Dealers
for

Hanse

Dehler

J.
BOATS

Moody®



1989 Elite 326
Just Reduced!
\$37,900



1990 C&C 34+
Fresh Water Only!
\$84,500



2006 C&C 115
Great Condition!
\$168,000



1986 Passport 37
Blue Water Cruiser!
\$129,900



1981 Reliance 44
Custom Built!
\$134,500



1984 Windy 26SN
Loaded!
\$27,900



1990 Silverton Convertible 37
Great Family Cruiser!
\$49,900



1999 SeaRay Sundancer 380
Sleek and Spacious!
\$124,900

ON DISPLAY AT THE 2015 TORONTO INTERNATIONAL BOAT SHOW, JANUARY 10-18. WELCOME ABOARD!



2015 J/88
The J/88 Is JBOATS'
Family Speedster –
Sailing Comfort With
Speed To Burn!



2015 Hanse 415
Hanses are known for
their exceptional sailing
performance and
luxurious yet family
friendly interiors,
and the 415 will not
disappoint!



MODEL	YEAR	PRICE	MODEL	YEAR	PRICE
SAIL			J 35	1983	\$35,000
Mini Transat 6.5	2007	\$40,000	Mirage 35	1986	\$44,900
C&C 30 MK II	1988	\$41,900	Niagara 35	1980	\$49,000
Mirage 30	1985	\$34,900	CS 36 Traditional	2 FROM	\$62,900
S2 Center Cockpit	1982	\$24,900	Beneteau First Class 12	1987	\$49,500
Bayfield 32	1975	\$24,900	Hughes 40 CC	1981	\$75,000
C&C 99	2002	\$95,000	Hughes Aura 40	1984	\$95,900
C&C 32	1982	\$38,900	Hanse 415	2014	\$289,900
C&C 33	1976	\$28,900	C&C 41	2 FROM	\$59,900
CS 33	1982	\$30,000	Yankee Clipper 41	1977	\$99,900
Mirage 33	1981	\$32,900	Tayana Vancouver	1981	\$82,500
Aloha 34	1984	\$44,900	Beneteau Oceanis 440	1991	\$69,000
C&C 34	1978	\$22,000	POWER		
C&C 34 Sloop	1981	\$29,900	Bayliner Ciera 2655	2000	\$20,000
C&C 35 MK II	1988	\$59,900	St. Tropez 32	1989	\$27,000
Express 35	1987	\$24,900	Storebro 32	1999	\$94,900
Goderich 35	2002	\$129,000	Sea Ray Amberjack 34	2001	\$79,900
Hanse 355	2011	\$159,000	Tri-Cabin Trawler 34	1974	\$49,900
J 109	2003	\$179,900			

These are just some of the more than 90 brokerage boats for sale - visit our website for a complete list!

1 Port East, Port Cedit Ontario L5G 4N1 905-278-5100

www.patsturgeonyachts.com

Sign Up Now to our **Canadian Yachting** Onboard Newsletter and **WIN!**

To sign up go to: www.CanadianYachting.ca/vhf-contest

WIN One of Two Standard Horizon Handheld Radios Plus Two Free VHF Courses



Standard Horizon HX870S

Building on the success of the HX851, Standard Horizon introduces a whole new level in safety and performance in a marine floating handheld VHF/GPS. The HX870S FLOATING CLASS D DSC VHF handheld features a 66-channel WAAS GPS receiver allowing the radio to transmit a DSC distress call with your vessels position or navigate to a waypoint.



CPS-ECP VHF Courses

This complete package with CD, and the new Digital Selective Calling, will prepare you for the Restricted Operator Certificate (Maritime) with DSC Endorsement exam. To operate a maritime radio, you need the certificate. It's the law! The Maritime Radio course teaches emergency radio procedures, and everyday operating techniques.

Get **25 Great Authoritative Newsletters** with great boating information you need to know.

You will automatically be entered in the draw for a chance to **Win One of Two Standard Horizon Handheld Radios Plus Two Free VHF Courses** from Canadian Power and Sail Squadrons Per Winner

Contest Sponsored by :Canadian Yachting, Canadian Power and Sail Squadrons





RANGER TUGS at Lefroy Harbour Resorts

Ranger Tugs' Eastern Canada Dealer



R29s



Built for real cruising and real adventure

Easily trailerable, this boat rewards
its owner with versatility and luxury.

OFF SEASON SPECIALS YOU WON'T FIND ANYWHERE ELSE!

FROM \$49,937 USF



2015 Ranger Tug R-21EC
Volvo D1 30hp Diesel

\$289,000



2004 Meridian 411
Twin Diesel Cummins M10TA

\$69,900



1988 Mainship 40 Nantucket
Twin 454 Crusader (Dbl Cabin)

\$109,900



1998 Cruisers 3650 Aft Cabin
Twin 7.4L Mercruiser

\$129,900



1998 Sealine Statesman
Twin 6 Cyl Cummins Diesel

\$49,900



2002 Doral 280SE
Twin 4.3 Gxi Volvo

\$67,995



2009 Rinker 280 Express
Mercruiser 496 Bravo III

\$25,900



1998 Sea Ray 270 Sundancer
350hp 7.4L Mercruiser



727 Harbour Road, Lefroy, ON
1-877-453-3769

sales@lestroyharbour.com **www.lestroyharbour.com**





Jack Pady
705 529-1828
Certified Marine Professionals



Gerry Zidner
705 333-0741
Certified Marine Professionals

Jack Pady Marine

YACHT SALES & BROKERAGE

Your Georgian Bay Yacht Broker
Penetanguishene, ON (705) 549-2628

SELECTED LISTINGS

45 Ocean Alexander Sedan Bridge	2006	459,000	30 Doral 300 SC	2000	49,000
40 Regal 402 commodore	1996	79,900	30 Doral Prestancia	1989	19,900
40 Silverton Convertible	1988	49,500	30 Kettle Creek Trawler	1989	34,000
38 Cruisers 3870 Express	2003	120,000	28 Carver 28 Riviera	1984	15,900
38 Bayliner 3888 MY Die.	1991	95,000	28 Cruisers 280 CXi	2004	48,500
38 Bayliner 3888 MY	1989	72,000	27 Rinker 270 Fiesta Vee	2005	39,900
37 Sea Ray 370 Sedan Bridge	1996	82,900	26 Windy 26	1989	29,500
37 Trojan 11M Express	1991	59,000			
36 Silverton 362 Convertible	1997	85,000	37 Endeavour Ketch	1979	59,900
36 Regency 36 Aft Cabin	1989	49,500	36 C & C 36	1978	27,000
36 Trojan 36 Tri Cabin	1986	31,500	32 Beneteau 32s5 First	1989	38,900
35 Carver 356 Aft Cabin	1999	91,900	30 Express 30	1984	22,900
35 Cruisers 3570 Esprit	1995	69,000			
34 Silverton 34 Sedan Bridge	1989	34,900			
34 Sea Ray 340 Sedan Bridge	1987	27,500			
32 Bayliner 320 EX Cruiser	2009	95,000			
32 Regal 320 Commodore	1992	24,900			
30 Back Cove 30 Hardtop	2014	294,500			



1990 Canoe Cove 46 AC Cockpit
T-400HP 6V53TA Detroit Diesels,
Bow Thruster, Genie, Air/Heat
Aft Deck Hardtop Enclosure \$179,500



1987 Sea Ray 460 Express
T-3208T Caterpillar Diesel 375HP
Genie, 3 Air/Heat, Central Vac,
Full Electronics, NEW Radar \$74,900



1996 Regal 402 Commodore
T-454 Mercruiser EFI V-Drives
Genie, 2 Air/Heat, Full Electronics,
Windlass, Wet Bar, Ice Maker \$69,000



1996 Sea Ray 370 Sundancer
T-7.4L Mercruiser 340HP V-Drives
Genie, 2 Reverse Air/Heat, Central Vac
New Canvas 2013 \$79,500



2015 Back Cove 37 Hardtop
480HP Cummins Diesel Inboard
Bow & Stern Thrusters, Windlass, AC



2015 Back Cove 34 Hardtop
Cummins 480HP Diesel Inboard, Bow
& Stern Thrusters, Windlass, Air/Heat



Find Us at Back Cove Yachts
Toronto International Boat Show
10 - 18 January 2015
Direct Energy Centre, Exhibition Place
Booth 156 – Heritage Court



1993 Tiara 36 Open
T-454 Crusader 385HP Inboards
Wide Beam Express, 8KW Genie,
Reverse Air/Heat, Full Electronics,
Dinghy & O/B. \$99,500



2005 Beneteau 393 Oceanis Clipper
56HP Yanmar 4JH3E Diesel
Well Equipped Off Shore Cruising
Yacht Air/Heat, 2 Heads, Solar Panels
\$98,000

www.jackpady.com

www.yachtworld.com/jackpady.com



C&C, BENETEAU, TARTAN, MARQUIS

WWW.OCEANYACHTSALES.COM JR@OCEANYACHTSALES.COM

(902) 455-5565



Princess 42, 2011



Albin 45, 2002



Carver 45, 1999



Princess 360, 1995



Pursuit 3100



Mainship 31, 2009



Hunter 49, 2009



Beneteau 38, 2015



C&C 115, 2007



Beneteau 423, 2004



C&C 44, 1986



Jeanneau 361, 2007



Beneteau 34, 2012



Island Packet, 1989



Beneteau 44CC, 1995



RCR YACHTS

SERVING GREAT LAKES BOATERS
 LOCATIONS ON LAKE ONTARIO AND LAKE ERIE
 ONTARIO DEALER FOR C&C AND ALERION YACHTS

- BUFFALO • ERIE • ROCHESTER
- SODUS POINT • YOUNGSTOWN

SAILBOATS

44 BENETEAU First 44.7 2005.....	195,000
44 HUNTER 44 AC 2003.....	169,000
42 BENETEAU Oceanis 423 2006.....	169,900
39 BENETEAU 393 2004.....	112,900
37 BENETEAU Oceanis 37 2011.....	154,900
37 TRIPP 37 (two available).....	34,900
36 BENETEAU First 36.7 2002.....	89,900
36 C&C 34+ (two available).....	69,900
36 SABRE 362 2001.....	165,000
36 SABRE Spirit 36 2008.....	229,000
35 NIAGARA 35 1979.....	54,900
34 BENETEAU 34 2009.....	119,900
34 HUNTER 340 (two available).....	54,900
33 BENETEAU 331 (two available).....	71,500
33 HUNTER 33-2 (two available).....	87,900
33 PEARSON 33-2 1986.....	39,000
31 BENETEAU First 310 1992.....	38,900
31 BENETEAU Oceanis 31 2011.....	105,000
31 HUNTER 31 2007.....	65,900
30 ANDREWS 30 1989.....	29,900
30 C&C 30 1974.....	14,900
30 CATALINA 30 (four available).....	34,900
30 MUMMI 30 1997.....	84,900
30 SABRE 30 1981.....	24,900
28 CATALINA 28 2003.....	44,900
27 HUNTER 27-2 (two available).....	46,900

POWER BOATS

48 JEFFERSON Monticello 48 1988.....	124,900
43 GULFSTAR 43 MKII 1976.....	49,900
42 OCEAN ALEXANDER 42 Altus Sport Sedan.....	299,000
40 MAINSHIP 40 Sedan Bridge 1993.....	59,900
38 SEA RAY 38 Sundancer 2006.....	179,900
37 SILVERTON 37 Convertible 1995.....	59,900
37 TROJAN 11 Meter 1989.....	48,500
36 MAINSHIP 36 Nantucket Double Cabin '88.....	59,900
35 CARVER 350 Mariner (two available).....	69,900
34 SILVERTON 34 Convertible (two available).....	25,500
34 THOMPSON Santa Cruz 3400 1995.....	29,900
32 CARVER 3207 Aft Cabin 1983.....	29,900
30 CRUISERS 3075 2002.....	46,900
30 SEA RAY 300 Weekender (two available).....	14,900
28 CUSTOM 28 Power Catamaran Explorer '12.....	95,000
27 SEA RAY 270 Sundancer 1999.....	31,900
25 BOSTON WHALER 255 Conquest 2003.....	49,900
25 CROWLINE 250CR 2006.....	44,900
24 BAJA 24 Outlaw (two available).....	18,900
24 SEA RAY 240 Sundancer 1997.....	15,595
23 CHRIS CRAFT Continental 1957.....	31,900
22 BAYLINER 2252 Ciera Express Hardtop '98.....	18,900
22 CHRIS CRAFT Cadet 1929.....	35,900
20 SEA RAY 200 Sundeck 2003.....	18,900
19 TROPHY 1903 Center Console 2011.....	26,900



ALERION EXPRESS 33
 Fully Roached Main, Carbon Fiber Mast, Self Tacking Jib, Top of the line
 woodwork, detail and finish. Great Sailing...Pure and Simple



37' SILVERTON 37 CONVERTIBLE 1995
 Autopilot, GPS, Twin Crusader 502XLI, Raymarine Radar, GPS, Chart
 Plotter, Depth, Autopilot, Transmissions rebuilt 2013, New windlass
 2014, Erie - **\$59,900**

SEE ALL OF OUR BOATS ONLINE AT
www.rcryachts.com
 716-745-3862

For information on listing your
 boat for sale with RCR Yachts
 e-mail sail@rcryachts.com

FEATURE BOATS



1 Port Street East,
 Mississauga, ON L5G 4N1
 Ph: (905) 891-0191
www.anchoryachtsales.com



Proud dealers for Lagoon Catamarans and Bénéteau Yachts



Beneteau 46
2009
\$314,000 CDN

LISTING NUMBER: A03 **LOCATION:** Toronto
ENGINE(S): 76 HP Yanmar Diesel 4-cylinder.
 This is a great boat! Extras Include furling roller mainsail with vertical battens,
 Raymarine Nav. instruments, CD changer, Satellite Stereo receiver XM,
 refrigerator/freezer, shore power, folding prop....plus more!

LISTING NUMBER: A13 BM **LOCATION:** PCHM
ENGINE(S): 54 HP Yanmar Diesel.
 This is a great boat! Extras include GPS wide screen with Platinum chip,
 microwave, 2-burner propane stove and oven, stereo with 4 speakers,
 anchor, windlass, 140 genoa, and much more!

Beneteau 43
2011
\$234,900 CDN



Beneteau 461
2000
\$169,900 US

LISTING NUMBER: A15 BM **LOCATION:** Midland
ENGINE(S): Yanmar 75 HP.
 This boat is in great condition. It is fully loaded with VHF, wind speed & direction,
 Radar, Autopilot, GPS and much more. The boat also has a custom teak interior.

See the All-New
2015 Pursuit DC 325
at the Toronto Boat Show
Booth #745



Featured Pre-Owned



2001 Cruisers 4450 Express MY
T-Caterpillar 3126B DSL
\$209,900



1995 Carver 445 MY
T-Caterpillar 3116 DSL
\$129,900



2004 Regal 3860 Commodore
T-Volvo 8.1L GXI FWC
\$154,900



2007 Regal 3760 Commodore
T-Volvo 8.1L Gi DP
\$154,900



2006 Four Winns 348 Vista
T-Volvo 5.7 GXi DP
\$125,900



2006 Regal 3350 Sport Cruiser
T-Volvo 8.1L Gi DP
\$105,900



2007 Cruisers 300 CXi Express
T-Volvo 4.3L GXi SX
\$84,900



2010 Regal 2860 Express
T-Volvo 4.3L GXi DP
\$105,900



Crate's Lake Country Boats
Orillia, ON
1-866-363-7391
crateslakecountryboats.com





BRIDGE YACHTS LTD.

SHIP'S STORE & YACHT BROKERS

49 Harbour Street, Port Dover, ON
1-877-583-3199
www.bridgeyachts.com

Bridge Yachts Ltd. offers a great selection of new and pre-owned boats from Zodiac, Precision, Seabreeze, Stanley, Walker Bay and Airis.

Authorized sales and service for
Yamaha, Honda, Suzuki, Tohatsu, Volvo, and Yanmar.



1983 46' Uniflite MY \$79,900



2005 35' Donelle Sedan \$169,000



1988 40' Oday \$69,500



1983 35' C&C MKIII \$44,500

Select Power

- 46' Uniflite 46 Motor Yacht 1983
- 41' Formula 41 PC 2000
- 39' Mainship 39 Mediterranean Open 1989
- 37' Fly-Bridge Trawler Custom 37 1994
- 37' Sea Ray 350 Express Cruiser 1990
- 37' Carver 350 Mariner 2000
- 35' Ocean Fisher OF35 2006
- 35' Donelle Sedan Cruiser 2005
- 34' Bayliner AVANTI 3450 1987
- 34' Sea Ray 340 Sundancer 2001
- 33' Baldwin Boatworks Baldwin 33 2003
- 33' Rinker 330 Express Cruiser 1999
- 32' Coronet Seafarer 1975
- 31' Chris-Craft 31 Commander 1971
- 31' Bertram 31 Flybridge Cruiser 1970
- 30' Maxum 3000 SCR 1999
- 30' Cruisers Yachts 3070 Rogue 1992

- \$79,900^{CDN}
- \$ 155,000^{CDN}
- \$ \$53,000^{CDN}
- \$39,500^{CDN}
- \$39,900^{CDN}
- \$59,900^{CDN}
- \$149,000^{CDN}
- \$169,000^{CDN}
- \$33,500^{CDN}
- \$77,900^{CDN}
- \$49,500^{CDN}
- \$54,000^{CDN}
- \$9,900^{CDN}
- \$22,000^{CDN}
- \$48,000^{CDN}
- \$39,000^{CDN}
- \$31,900^{CDN}

Select Sail

- 30' Bayliner 3058 Ciera Command Bridge 1991
- 30' Hans Dehmel Tug Style Trawler 1970
- 28' Sorette Holiday 280 1990
- 28' Bertram 28 Hardtop 1976
- 27' Four Winns 278 Vista 1996
- 27' Sea Ray 270 Weekender 1990
- 27' Regal 277 XL 1985
- 40' C&C 37R Custom 1989
- 40' O'Day 40 1988
- 38' C & C 38 MK 111 1986
- 36' CS 36 Traditional Shoal Draft 1984
- 36' C&C 36 1981
- 35' C&C 35 MKIII 1983
- 33' C&C 33 MKII 1985
- 33' C & C MK II 33 1985
- 33' CS 33 1983

- \$24,900^{CDN}
- \$59,950^{CDN}
- \$18,500^{CDN}
- \$29,900^{CDN}
- \$31,500^{CDN}
- \$7,900^{CDN}
- \$10,500^{CDN}
- \$51,900^{CDN}
- \$69,500^{CDN}
- \$69,000^{CDN}
- \$49,900^{CDN}
- \$39,900^{CDN}
- \$44,500^{CDN}
- \$32,900^{CDN}
- \$36,900^{CDN}
- \$28,000^{CDN}

- 33' C&C 33' 3/4 Ton 1974
- 32' C&C 32 1980
- 32' Ontario 32 1977
- 31' Hughes 31 1981
- 31' C&C Corvette 1969
- 30' C&C 30 1981
- 30' Hunter 30 1980
- 30' Hunter 30 Cherubini 1977
- 30' Alberg 30 1969
- 29' C&C 29 MKII 1983
- 29' Bayliner US29 1979
- 28' Grampian 28 1977
- 27' CS Sloop 1976
- 26' Macgregor 26S Classic 1994
- 26' Mirage Yachts 26 1978
- 25' Catalina Tall Rig 1982
- 25' Bayfield B23 1973

- \$19,900^{CDN}
- \$29,900^{CDN}
- \$29,000^{CDN}
- \$18,500^{CDN}
- \$19,900^{CDN}
- \$19,900^{CDN}
- \$14,900^{CDN}
- \$24,500^{CDN}
- \$13,500^{CDN}
- \$19,400^{CDN}
- \$15,900^{CDN}
- \$9,900^{CDN}
- \$17,500^{CDN}
- \$7,400^{CDN}
- \$7,900^{CDN}
- \$7,900^{CDN}
- \$4,900^{CDN}

www.bridgeyachts.com



HARBOUR WEST
MARINA
HAMILTON ONTARIO

WELCOME TO THE WEST

At the far western end of Lake Ontario,
Harbour West Marina is an oasis of calm in a protected natural harbour.

- Seasonal dockage for vessels up to 80'
- Well-equipped amenities: shower & restrooms, BBQ pavilion, laundry, WiFi, free parking
- Fuel dock

- Close to parks, trails, restaurants and attractions
- Complete launch & haul-out services
- 80-ton Marine Lift—among the largest on Lake Ontario
- Transient slips

905-525-3622 • info@harbourwest.ca • www.harbourwest.ca

VISIT US AT THE
VANCOUVER INTERNATIONAL
BOAT SHOW: JANUARY 21-25
AND THE SEATTLE BOAT SHOW
SOUTH LAKE UNION : JANUARY 23-FEBRUARY 1



MARLOW MAINSHIP 37
NEW MODEL AT OUR DOCKS!



SINCE 1964

SPECIALTY
YACHTS

New year... new boat?

RING IN 2015 MARLOW-HUNTER STYLE!

OUR CUSTOMERS SAY:

“My wife and I are the proud owners of a new and beautiful Marlow-Hunter 50 AC. Throughout the buying and commissioning process, I have come to know Lawrence Fronczek and his team at Specialty Yachts. Lawrence is an honest, knowledgeable, hard-working sailor who truly believes in the boats he sells and really cares about people. He has thought through his business/service model deeply and clearly enough to truly understand what his customers need, not only to feel good about their initial purchase decision, but to continue to do so for years after. I know where I will send friends who are considering buying a boat.”

Dr. Gordon Reid and Janice Noble - *Aura*





1993 HUNTER 40.5 SOLD



2004 HUNTER 41AC PRICE ON REQUEST



2006 HUNTER 45CC SALE PENDING



2003 HUNTER 420 \$172,900



2007 HUNTER 36 SOLD



2005 HUNTER 44 AC SOLD



1995 HUNTER 430 \$132,900



1980 C&C 45 \$79,000



2012 HUNTER 39 \$219,000



2004 BOSTON WHALER 320 OUTRAGE \$94,900



2008 HUNTER 36 \$139,000



1996 HUNTER 336 \$52,900

ALSO LISTED: 1979 MAPLE LEAF 42 \$92,000

With half a century of experience, no one knows boats like Specialty.



WHY GO ANYWHERE ELSE?



MARLOW MAINSHIP 32: AT OUR DOCKS NOW



MARLOW HUNTER 37: JUST ARRIVED



ALL NEW 2015 MARLOW-HUNTER 31: ARRIVING JANUARY



EXCLUSIVE DEALER FOR MARLOW MAINSHIP AND MARLOW HUNTER FOR WESTERN CANADA AND WASHINGTON STATE, USA.



COME JOIN US ON FACEBOOK

WWW.FACEBOOK.COM/SPECIALTYACHTS

WWW.SPECIALTYACHTS.COM



GALLEON MARINE RICHMOND



8211 River Road, Richmond, BC, V6X 1X8 | sales@galleonmarine.com
For all the listings go to: www.galleonmarine.com or call 604-273-7544

For over 40 Years on the Fraser River across from the Vancouver Airport

Campion

Kingfisher

Yamaha

Volvo Penta

MerCruiser



CAMPION 17' 492 EXPLORER.
Yamaha F70



2015 CAMPION 682 EXPLORER HARDTOP
Yamaha F300XCA



2015 CAMPION 622 EXPLORER WA HT
Yamaha F200



2015 Kingfisher 2525 and 2825 Offshores now in stock



2014 Campion LX 825i , 430 EVC Duoprop



2008 CAMPION 682 EXPLORER
REDUCED TO \$75,000



2000 CARVER 326
aft cabin, fresh 5.7 EFI Crusaders



2004 BAYLINER 305
freshwater shed kept. \$62,500



CAMPION 5451 ALLANTE SE
BLOWOUT SALE \$31,000



2008 FOUR WINNS H190
4.3 Mercruiser. FWC. \$23,500



2006 CAMPION 622i EXPLORER SEDAN
Merc/Cummins 1.7 and Merc 9.9. \$39,500



Capstan Marine

Factory Authorized GRADY-WHITE Dealer

50 YEARS OF QUALITY, RELIABILITY, SAFETY & PERFORMANCE...

GRADY WHITE 2015 BOAT SHOW PROMOTION



FREEDOM 205 - YAMAHA F 200, Hydraulic Steering Trim Tabs, Deluxe 1 Helm Chair, Sleeper Seat, IVORY Vista Top with Front & Side Curtains, IVORY Bow Cover, aft Curtain, IVORY Tonneau Cover, Fusion Stereo, Portable Head, Raw Water Wash Down, Ski Pylon, Swim Platform, CDN Conformity Tag.



FREEDOM 225 - Port sleeper seat, Stereo w/AM/FM tuner, VHF receiver, MP3 auxiliary audio connections/amplifier, Bluetooth®, speakers, Ski pylon, Washdown - pressurized raw water w/hose, Vista top w/front & side curtains, Aft curtain, Bow cover w/zipper Hardtop side mounted rod holders.



GULFSTREAM 232- Head - marine head w/ macerator, 10-gallon (37.9 l) holding tank & pump out, Cushions - auxiliary berth cushions, Bow pulpit, High Bow Rail, Hardtop drop curtain, Hardtop front & side curtains, Hardtop w/radio box, storage net, spreader lights, side mounted rod holders (4) & outrigger plates.



CHESAPEAKE 290 - Bow thruster, Cockpit shower w/hot water, Stereo system w/AM/FM tuner, VHF receiver, MP3, auxiliary audio connections/amplifier, Bluetooth® Deluxe III helm chair.



Capstan Marine 100-6260 Graybar Road, Richmond, BC, V6W 1H6
Phone: 604-273-9048 Fax: 604-273-9343 www.capstanmarine.com capstanmarine@show.ca



PORT MOODY
 3034 St. John's Street,
 Port Moody, BC V3H 2C5
604-461-3434

ABBOTSFORD
 31926 Mercantile Way
 Abbotsford, BC V2T 4G9
604-854-3440
WWW.GACHECKPOINT.COM

BC'S PREMIER MARINE DEALER - CELEBRATING 40 YEARS!

Welcome to **G.A. Checkpoint Marine** - your authorized dealer of Yamaha G3 Boats, G3 Pontoon Boats, Yamaha Outboards, Zodiac Inflatables, Yamaha Waverunners and many other marine products in Vancouver, BC. Come into our showroom and see what we have to offer!

VISIT US AT THE VANCOUVER INTERNATIONAL BOAT SHOW - BOOTH 623



\$39,995

2013 Zodiac Rec Pro 650, Yamaha 4/S 115HP, Alum. T Top, Alum. tow post, incl. Standard Horizon CP370 GPS / Fish finder. Also includes 2013 Karavan galvanized trailer. 15 hours on package.



\$13,995

New 2014 Highfield OM350 11'6", Yamaha F20 electric power tilt Hypalon Tubes, Powder coated white aluminum hull.



\$29,995

New 2014 Hewescraft 180 Sportsman Package. Used 2013 Yamaha F90XA. Lease return, Total Pkg. \$29,995 Plus freight & PDI.



\$21,900

Zodiac Bayrunner 420, powered by Yamaha F50, Stereo, VHF Radio



Zodiac Rec Pro 650, Twin Yamaha F70, gal. trailer, Black T top & tow post. Call for details.



ARRIVING SOON!

2015 Yamaha 242s with white tower.



NOW IN STOCK!

New 2015 Hewescraft 210 Searunner Hardtop



ONLY \$1,495

Zodiac Cadet 260 Solid



FLOOR MODEL

ONLY \$1,795

Zodiac Cadet 310 Solid



NOW IN STOCK!

New 2014 Hewescraft 190 Searunner ET



ONLY \$1,495

Bombard Typhoon 310 Aero



Zodiac Cadet 310 Rib, Hypalon tubes, 10ft model



* Plus freight and PDI





Meridian Yachts

SALES • CHARTER • FRACTIONAL OWNERSHIP • MANAGEMENT

YACHTS FOR SALE



THIS ONE SOLD
Now Selling Hull #2

140 foot Custom Mega Yacht by MCP

Dutch naval design by Vripack created this beautiful tri-deck, 5 stateroom, 10 guests Masterpiece with ocean crossing capabilities in ultimate luxury & safety.

Call Wes Badke for details 250-505-3112



107' Custom Motor Yacht

A handcrafted masterpiece with exceptional accommodations for 10 guests plus crew. Contemporary styling, spacious salon, private dining, huge flybridge & hot tub all at a 17 knot cruise.

Call Rich Roberts for Details 604-880-3806



131' World Class Cruising Yacht

Ocean crossing range, luxurious accommodations, built to a very high standard. Nearing completion. Buy now and pick your final finishes. Excellent price.

Call Rich 604-880-3806



66' Cheoy Lee Sport Fisher

A fast and comfortable cruiser with 1750 hp twin Detroit Diesels. Large fishing cockpit. Great views from the salon and bridge.

Many recent upgrades.

Only \$295,000

Call Heiko 604-760-6500



78' Marlow Explorer

A proven offshore cruiser with the ability to cross any ocean non-stop with safety and comfortable luxury.

Call Rich Roberts 604-880-3806



Albarmar 28'

Proven Express Fisher with Great Hull Design, Well Appointed Cabin & Luxury Details.

Buy the Best!

Call Rich for Details 604-880-3806



58' Westbay Sonship

Captain maintained to a high standard. A luxurious interior and loaded with features. Twin Detroit Diesels, 2 gensets, trolling valve.

Only \$639,000 Call John 778-886-8695



42' Grand Banks Europa 2004

Pristine & meticulous in every detail. Very safe, dependable cruiser with twin Cummins diesels & many extras.

Must be seen!
Call John: 778-886-8695



42' Labelle Motor Yacht

A very roomy & comfortable cruiser with many recent upgrades. 2 staterooms, 2 heads... sleeps 9. Twin Volvo diesels.

Only \$119,800

Call Rich 604-880-3806



92' Custom Expedition Yacht 2010

Very high end systems with backups provide for very safe cruising anywhere in the world on this beautiful expedition yacht by the AllSeas Shipyard.

Call Rich Roberts 604-880-3806



4788 Bayliner Pilot House

Better than original condition with many upgrades. Twin Hino 310hp diesels with only 800 hrs. New carpet, upholstery, cabinetry, cockpit enclosure, bow thruster and more.

Call John 778-886-8695

NEW LISTINGS



48 Sea Ray Sundancer 2006
High end luxury sport yacht. Blue hull, Hydraulic swim/tender platform c/w Sea Doo, Low hours on twin Cummins, Twin Raymarine C-120 Nav. stations, SS BBQ, Bow thruster & more.
Call John 778-886-8695



Warren Yachts S77 Sport Yacht
3 heads & loaded with features. Fantastic sea-keeping at 36 knots. Call now to pick your finishes.
Wes Badke 250-505-3112
Rich Roberts 604-880-3806



95' Palmer Marine Raised Pilothouse
Spacious entertaining areas in stunning maple finish. Country galley with large dinette, large windows throughout. Refit in 2000 incl. new machinery.
Call Heiko 604-760-6500

EXPEDITION CHARTER



Book your Vacation of a Lifetime now!
British Columbia, South Pacific, Costa Rica, Caribbean, or Alaska 176 foot Mega Yacht, 12 guests, lots of toys, full crew, Maximum Fun!

Expressions of interest,
Call Shannon Rae 604-805-8350

EXPEDITION RESORTS



Join Our Exclusive Club

Join our Exclusive Club and enjoy fantastic cruising aboard beautiful, fully crewed Yachts like these in some of the Best Destinations in the World

Call Rich for details 604-880-3806 or rroberts@meridianyachts.ca

CHARTER



We are honored to present the Classic Burger Motor Yacht "Oriana" for very exclusive charters to the Gulf Islands, Desolation Sound, and destinations of your choice. Originally built for Mr. Burger's personal yacht, her pedigree is a story waiting to be told.

Call Shannon Rae to discuss this wonderful opportunity...
604-805-8350

JOHN PILLSBURY
778-886-8695

WES BADKE
250-505-3112

RICH ROBERTS
604-880-3806

CAPT. HEIKO HANSEN
604-760-6500

SHANNON RAE, Charter Manager
604-805-8350

GERRY PREFONTAINE
604-724-6788

JESSE BURCH
604-250-7972

DAVID ROSSI
604-306-9375

DON CUFF
778-245-2394

RORY WOODS
604-880-5576

www.meridianyachts.ca



BRUCKMANN
Builders of Quality Yachts



Meridian Yachts

AT SKYLINE MARINA - 7851 RIVER ROAD,
RICHMOND, BC. V6X 1X8, CANADA.

YOUR BABY



YOUR BABY'S BLANKET



Keep your baby clean and dry this winter. Our 1" aluminum frames with Arctic Guard cover, installs in just a few hours. Mast up or down.

QUINTE CANVAS MFG.

1-800-268-4186 Kingston, Ontario Canada
topshop@kos.net www.topshop.on.ca




CY's Online Store has all of your Nautical Gift Options

Navy Vintage Hooded Zip Jacket
This Navy Men's Vintage Hooded Zip Jacket is made from pre-shrunk 100% cotton fleece. It features a hood with draw cord, front hand warmer pockets and spandex-enhanced rib knit cuffs and waistband.
Colour: Navy
Sizes: Mens and Womens
Small to 2X Large
\$65 CDN



www.CanadianYachting.ca/Store

- The **LARGEST** selection
- Both **FOLDING & FEATHERING**
- **UNSURPASSED** German Engineering

The **VARI-Family**







Consult the **VARIPROPELLER** experts for the best solution to your needs and budget



NAUTILUS PROPELLER Phone: 416-503-1931 greg@nautilusvarirop.ca
For more information and a quote visit www.nautilusvarirop.ca



DAVID C MATHEWS
Yacht Deliveries
Sail or Power



www.taoyachtdelivery.com
captaindavemathews@yahoo.com
Telephone: (905) 706-9994

Place Your Ad Here

ADVERTISE HERE
in the
Anchorage Section

For more information and rates
Contact Mary Nicoll Today!
905-535-2866
mnicoll@kerrwil.com



TRITON SAILS
Longstanding Canadian Sailmaker
Great Sails, Great Service, Fair Prices.



864 Lakeshore RD E.,
Mississauga, ON L5E 1E1
Tel: 905-891-8166
Fax: 905-891-8167

www.tritonsails.com

CRANKYAMPS
Marine Electrical Services

Mobile Marine Electrical Services

- Batteries
- Wind Generation
- Solar Panels
- Alternators
- Electronics



*"Because it's not about size,
it's about capacity!"*

Ross Eckley www.crankyamps.com 905-599-0188



ANDREWS TRUCKING



The Experts in Yacht Transporting
Large or Small Power or Sail
R.R. 4 Niagara-on-the-Lake, Ontario.

Toll Free 1-800-263-7140 or transport@andrewstrucking.com

Anthony-Keats Marine

- Westerbeke Gas and Diesel Generators
- Westerbeke Diesel Propulsion Engines
- Westerbeke Industrial Diesel Gen Sets
- Universal Diesel Engines
- Velvet Drive transmission and parts
- SeaKamp Heat exchangers
- Speedseal Impeller covers
- Transmission repairs Hurth, ZF, Paragon, Velvet Drive
- Repair parts for Mercruiser, Volvo, Crusader



• phone-1-519-825-4631 • fax-1-519-825-7752 • parts 1-800-345-8341
website: www.anthonykeatsmarine.com
email: anth-kea@on.aibn.com

H2Out Canada
PROTECT YOUR VALUABLES

GUARANTEE 10 YEAR WARRANTY

AIR VENT DRYERS
STOPS WATER VAPOUR FROM ENTERING FUEL TANK

- Blue indicates the unit is new
- Pink indicates moisture being trapped before it enters the fuel tank
- Preventing fuel contamination and evaporation

SPACE DRYERS
REUSABLE DEHUMIDIFIERS, SMALL PORTABLE, DURABLE

- Durable, stainless
- Small, Portable
- Self-contained and Leak-proof
- Dealer inquiries welcome

H2OUT CANADA
Division of Quinte Canvas
Kingston, Ontario
www.h2outcanada.com
1-800-268-4168
*Dealer inquiries welcome

PRACTICAL SAILOR
The product has been tested and recommended by Practical & Sailor magazine. For more information go to www.practicalandsailor.com 501 SAILORS CHOICE

Offering a comprehensive range of mobile, professional, marine services and yacht management in the Greater Toronto Area

AUTHORIZED VOLVO PENTA DEALER

VOLVO PENTA

T O R O N T O

Y A C H T S E R V I C E S

983 Rangeview Rd., Mississauga, ON L5E 1H2
Tel: 416-886-9992 • Fax: 1-866-812-6785

info@torontoyachtservices.com
www.torontoyachtservices.com

Raymarine®

FURUNO®

KOHLER. Generators

Community

By John Morris

Carved out of overgrown scrub, in the shadow of an abandoned power plant, they sit right in the centre of Canada's largest city next to Cherry Beach, an equally squalid waterfront treasure that owes its reputation to famous moments as the city's premier romantic spot a few decades ago when teenagers could afford cars with ample back seats.

Toronto's three community sailing clubs, Mooredale, St Jamestown and Westwood are sailing bedrock, home of the mighty Albacore and the cradle of sailing learning. As underappreciated, as they are important, these clubs have occupied a stretch of Lake Ontario shoreline that has basically been on no-one's radar for quite some time.

If you live in Toronto you have periodically read about the grandeur that is planned for the eastern waterfront area of Toronto. If you have ventured into the outer harbour area you know that those grand plans are about as lush as the trees on neighbouring Leslie Spit where the prolific cormorants have worked their defoliating magic.

These three clubs thrive despite, or perhaps because of, their very humble beginnings. They are still pretty humble today but at least the school portables that pass for club facilities have electricity, something that they were without until the late 90s (they still don't have potable water).

My friend Bob, who had never sailed previously, then was a member of Mooredale for 25 years, directed me to the club's site, which gives this account: "Back in the mists of time before Mooredale history actually began, there was a marsh described as a 'malarial swamp teeming with pestilence and disease' where the Don River emptied into Lake Ontario." Over the intervening years, the clubs have lived at the bottom of an unimproved lane, supported vaguely by the Ontario Sailing Association. They have sporadically been charged and have paid rent to the Harbour Commission and sometimes the City. The three community clubs joined forces

with other ad hoc boating enthusiast neighbours to form a loose federation then just hung out to see if the development perennially promised might arrive and displace them all. It still hasn't.

The kernel of this whole situation is that the three clubs continue to boom, serving as the guardian of small boat sailing in a world otherwise committed to Dorals and Hunters. To sail at Mooredale or the others, you pay only an annual fee – no boat required. Newbies take lessons to earn their CanSail levels and share the club owned boats with long-term members. On Friday nights the three clubs put 60 Albacores on the line; the crews are assigned the boats by lot.

Year after year newcomers sign up for lessons while returning members return for club racing and Albacore regattas. They make up a huge one-design fleet that continues to bloom even as the world of small boat sailing has generally fizzled. Club members fix the boats when they crash and take care of what passes for the club grounds enhancing the experience with ongoing social fun and barbecues. Their annual dues purchase new sails and occasionally new boats.

Canada has a few other similar community clubs in Ottawa, Hamilton, Parry Sound ON and Shelburne Harbour, NS that operate similarly with club-owned Albacores and low annual fees. If boating wants to add adherents, it's a great way to attract them.

In the meantime, the would-be waterfront planners are blowing their usual smoke. Re-routing the Don to create a recreational paradise, building a big box mega mall and a condo development is the plan. Or was it a naturalized waterfowl preserve? Even as consultants propose magnificent projects that will never see daylight, the community clubs prepare their boats for more sailing newbie arrivals and another fabulous summer in the middle of the waterfront wasteland they've called home for the last 40 odd years. •



SPERRY

TOP-SIDER

SPERRY TOP-SIDER NAME AND SYMBOL ARE REGISTERED TRADEMARKS OF SR HOLDINGS LLC



A PASSION FOR THE SEA

— SINCE 1935 —



OYSTER PERPETUAL YACHT-MASTER

FOR AN OFFICIAL ROLEX RETAILER IN YOUR AREA VISIT ROLEX.COM



ROLEX