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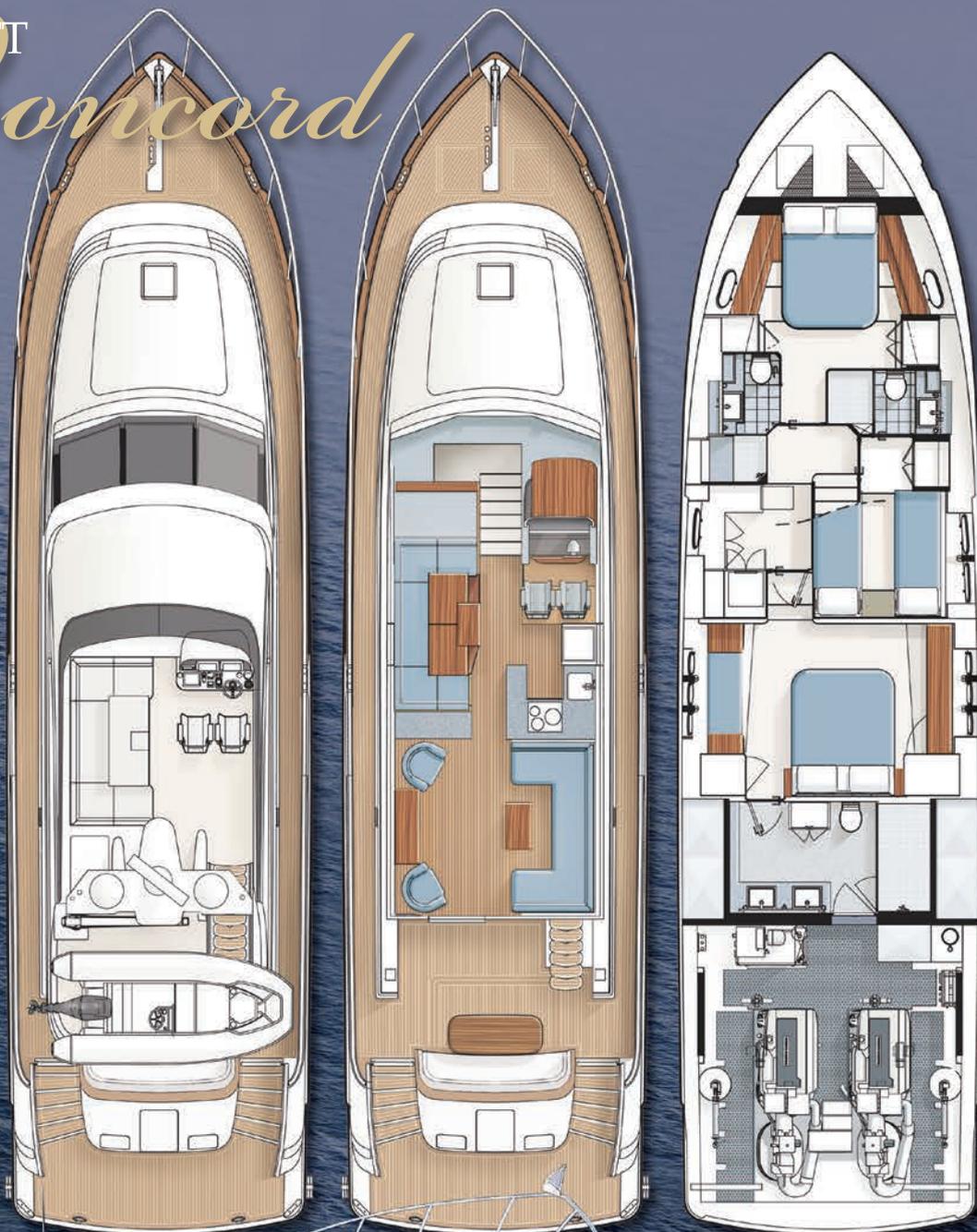
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## Vantage Point

# Canadian Yachting Readers Are Real Boaters!

In the October 2013 issue of Canadian Yachting magazine in the Vantage Point column, I wrote that, "My vantage point may not be your vantage point".

As Canadian Yachting magazine's editor, I hope that my "vantage point" is a reflection of your own interests in boats and boating, but there's only one way that I can be sure.

I needed to ask you.

To help guide our future editorial choices, we asked our readers to please complete a simple 10 question, anonymous survey about their own boat or boats, the type of boating activities they were interested in and we also asked a few basic questions about the types of stories and information they would like to see in Canadian Yachting magazine in the future.

Well we started off with good news. According to this simple survey, 93.5% of our readers responded that in fact, they do own a boat. More than that, 37.5% said they own more than one boat. Of the 93.5% who do own a boat, 56.3% were power while 43.7% were sailboats, which suggests that our readership is fairly evenly split in that regard.

Our readers seem to own larger boats too. At 48.4%, nearly half of the respondents said their boat had live aboard accommodations.

It's interesting to note that 53.1% said they could pull their boat on a trailer, so that suggests that some of our readers have at least cuddy cabins or trailer-able sail boats with accommodations although, being a relatively short and simple survey, it may be that some people who own larger live aboard boats, also have a smaller boat on a trailer.

That seems to make sense to us and it's an area we should probably explore more in future.

If you are like the vast majority of our readers, you're probably a person who does some of their own repair or maintenance. We discovered that 87.5% answered that they do at least some of their own repair and maintenance and that sends a signal to our team who plan our future editorial.

In upcoming issues of Canadian Yachting magazine, we plan to start a column called "Ask the Expert" where we invite you to send us in questions that you might want to ask an expert, about the repair, maintenance or upgrading of your boat. We will go out and source expert answers to these questions.

Given the incredible technological advances that we've seen in marine electronics and the benefits they can offer, we expect a lot of our readers will be considering upgrades of electronics equipment on board.

While we would expect a lot of this to be equipment for communications or navigation, we won't overlook the fact that great sound systems and video equipment are extremely popular upgrades. Often, entertainment systems are the kind of improvement to the boat that an owner can easily make themselves.

When it came to the question of which editorial people like the best of what we are currently offering in Canadian Yachting magazine, almost everything got a positive response.

Whether it was Local News and small stories, Local or Exotic Destination articles, New Boat Reviews for Sailboats and Power boats, tech articles, the Environment, or fun entertainment articles like the Galley Guys or our Crossing The Line opinion editorial, the readers seemed to like it all.

Whatever your own personal interests are, we are keen to know more about them and we invite you to contact us at any time by e-mail with your comments, ideas and suggestions. Just send them to: aadams@kerrwil.com

Thanks again for taking the time to share your interests in boating!

By Andy Adams - Managing Editor - aadams@kerrwil.com

H27 ■ H33 ■ H37  
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Located on a challenging but doable reservoir of water at the foot of Mount Orford sits this bustling family club.

By Katherine Stone

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**“** The key is, that this is the future, so there's nothing in the system that we won't be able to do, by miniaturizing the units and finding another event organizer to take on the cost. There's no reason you couldn't run this in smaller regattas. **”**



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On the Cover: America's Cup 2013 – Technology drives the come from behind win for Oracle as it overcomes a huge lead by Emirates  
Photo by Alex Gadamer

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# NADEN PINK BOAT TOUR

**THIS SUMMER**, in just two short months, The PINK Boat Tour, co-sponsored by Naden Boats and the Canadian Breast Cancer Foundation CIBC Run for the Cure North Bay raised over \$20,000 in support of the breast cancer research.

The 14' Pink Naden Fisherman travelled several thousand kilometers to over 14 events in Northern Ontario. Whether it was WingFest in Dorset

or the Alban Canada Day Weekend, the Naden Boat dealers embraced the fundraiser, while at the same time taking the opportunity to chat about the unique boat building techniques used when crafting each Naden boat.

In the end 5,000 tickets were sold for a chance to win the Pink Naden Aluminum Boat Package. Valued at \$7K, the prize package included a 14' Pink Naden Fisherman, built by Temagami

Boat Manufacturing in Northern Ontario, a 15hp 4-stroke Tohatsu engine, a Yacht Club Trailer donated by BW Marine Products in North Bay, two Salus Marine PFDs, a hand-crafted cover created by Temagami Marine and a safety and mooring package donated by Mariner's Cove in Mactier, ON.

Photos of the tour and information about Naden Aluminum Boats can be found at [www.nadenboats.com](http://www.nadenboats.com). ■

## THIS AIN'T NO CRUISE SISTER!

THE TALL SHIP UNICORN WITH ALL FEMALE CREW TOURED THE GREAT LAKES

by Clarity Nicoll



**THE UNICORN** is truly a ship like no other. This gaff-rigged, topsail schooner is home to Sisters Under Sail, a leadership and confidence building program for girls and women created and run by Dawn Santamaria. Dawn was inspired to create this program after observing her four daughters grow up sailing on a ship. She noticed an increase in their confidence and leadership skills and attributed this to their competencies on the ship. Dawn was determined to create an all women crew, "we better

be leaders to teach women leadership" and by 2007 the ship was all female. The author was given an opportunity to hop onto the ship and become one of the crew for three days while sailing the ship from the Brockville Tall Ship festival to the Redpath Waterfront Festival in Toronto.

During the voyage from Brockville to Toronto, Unicorn was host to five scholarships girls who spent two weeks on a 110-foot boat living in the same cabin, learning sail handling,

charting, plotting, engine maintenance, washing the deck and practising boat safety. While the ship is under way the girls split their time between doing boat checks, sanding the wooden deck boxes and the seminars that Captain Dawn Santamaria runs on competencies and leadership. These seminars focused on issues such as facing challenges, communication, goal setting and leadership.

For full version of this account please visit: [www.CanadianYachting.ca](http://www.CanadianYachting.ca). ■

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**WATERFRONT**



## WINNERS CELEBRATED AT MOBILITY CUP 2013

**DISABILITIES WERE LEFT BEHIND** on the dock as 41 sailors from across North America and as far away as Australia challenged the waters of Halifax harbour from August 25 to 30.

The Royal Nova Scotia Yacht Squadron was the site of the High Liner Foods 2013 Mobility Cup, a sailing regatta for people with disabilities of all kinds. The competitors sailed Martin 16 sailboats which are specially constructed to allow a variety of adaptations to allow people with disabilities to experience the freedom and competitiveness of sailing.

Emerging victorious in the Gold Fleet and claiming the Mobility Cup was Christine Lavallée of Gatineau, Quebec. This follows Lavallée's gold medal performance in the Canada Summer Games 2.4 class this past summer. Second place was taken by last year's winner, Marc Villeneuve of Laval, Quebec and third by the 2011 winner, Pierre Richard of Montreal, Quebec.

Mobility Cup winner Lavallée says she was happy to be back in Halifax. She competed in her first Mobility Cup in Halifax in 2007. She credits the good winds and the volunteer support for her victory though she wishes the weather conditions had not caused so many cancellations. "But that's the life of a sailor," she says.

The winner of the Dallaire Cup as the top competitor in the Silver Fleet was Jean-Paul Dussault of LaSalle, Quebec. Tracy Schmitt of Toronto, Ontario was second in the Silver fleet and Basil Katsivalis of Pointe-Claire, Quebec won third place.

For Dallaire Cup winner Dussault, the win was particularly gratifying because it was his first appearance at a Mobility Cup. He has been sailing for three years at his home club, AQVA in Pointe-Claire, Quebec and competing at smaller regattas. "The racing here at Halifax was very exciting and I am very pleased with my result," says Dussault.

There was hardly a dull moment out on the water during the week of sailing competition. The weather played a key role in the regatta resulting in several cancelled races including all racing on the final day. Equipment issues, particularly with the assistive electronic gear, kept dock crews and the support teams busy.

For more information about Mobility Cup go to [www.mobilitycup.org](http://www.mobilitycup.org) ■

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# PARKS CANADA PARTNERSHIP

## AIMS TO PRESERVE FUTURE OF THE RIDEAU CANAL

**PARKS CANADA** has announced that it will be collaborating with environmental, municipal, recreational and business development organizations to better ensure the financial sustainability of the Rideau Canal. Gord Brown, Member of Parliament for Leeds—Grenville, on behalf of the Leona Aglukkaq, Canada's Environment Minister and Minister responsible for Parks Canada, has launched a collaborative project to foster recreation, tourism and economic development throughout the Rideau Canal corridor.

"This partnering project reflects our Government's desire to engage key stakeholders in a conversation about the future sustainability of the Rideau Canal," said Brown. "I'm excited to start working on this common vision for the benefit of all communities along this World Heritage Site."

On May 14, Minister Kent, in consultation with government MPs with ridings along the canal, announced that Parks Canada would freeze recreational lockage fees along Canada's historic canals for three years at 2008 levels. During this time, Parks Canada plans to work with local Members of Parliament, community leaders and the tourism industry to develop and implement an improved operating model to ensure the long term financial sustainability of the



canals operations on the system.

Visit [www.CanadianYachting.ca](http://www.CanadianYachting.ca) for the full article on the Parks Canada Partnership ■

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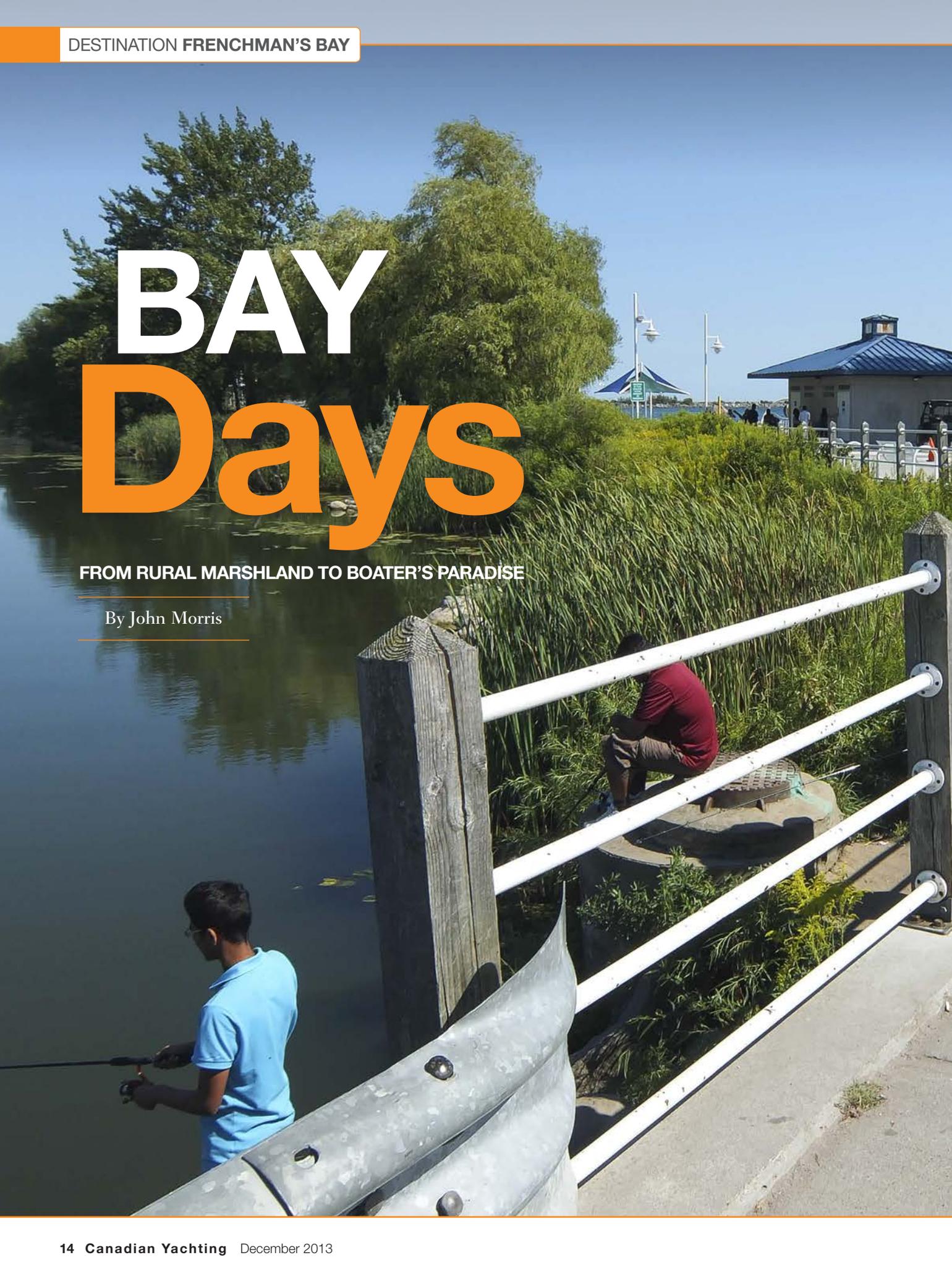
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# BAY Days

FROM RURAL MARSHLAND TO BOATER'S PARADISE

By John Morris



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**W**HEN BOATERS VENTURED INTO FRENCHMAN'S BAY even a couple of decades ago, it was not without some trepidation—the entrance to the harbour was badly marked and was flanked by the remnants of underwater pier footings, the water inside the bay was so shallow running aground was a certainty for any but the shallowest drawing and the docks were slightly wobbly and mosquito populated. But all that has changed and more transformations are underway even as you read this.

In recent years Frenchman's Bay has seen a complete makeover of its east shore, a refurbishing of the beach-front and particularly a radical reno of the immediate blocks of Liverpool Road that lead down to the marinas. Much of the bay has been dredged and currently the channel into the bay is getting a multi-million modernization.

Frenchman's Bay occupies a unique place in this country as one of the very few privately owned harbours dating back to the commerce of 19th century when on April 28, 1877 an Act of Parliament gave the Pickering ▶

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📍 This aerial shot gives a unique perspective of the club's protected location and comprehensive facilities.



Harbour Company a federal charter for the waters. Over the intervening century, the bay evolved into a shallow but serviceable recreational boating area. The small but welcoming Frenchman's Bay Yacht Club has a long history. According to the club's account it was formed in 1938 when "The Bay was predominately a summer community, with Avis Dance pavilion, now Swan's Marine Supply Store, the centre of social activity. The Annual Regatta on the August Holiday weekend was a highlight of the summer activities."

While FBYC on the west shore of the Bay looks more or less the same as always, the rest of the area has changed significantly. The Pickering Harbour Company rather than the government controlled the navigational aspects of Frenchman's Bay as well as almost all of its shores and bottom and the relationship with the various governments is not always harmonious. As a result upgrades were perennially slow to arrive. Only comparatively recently were substantial lights installed on the rocky piers that extend out into Lake Ontario from the entrance gap in the sandbar that encloses the bay. Until recently the area was locked in time somewhere

in between a boaters' paradise and a rural marshland even as modern Pickering was growing to the north.

Bernie Luttmner, the owner of Swan's Marina first discovered the Bay in 1973 when he decided that if he was going to live in Toronto, he wanted to have a sailboat. Looking for a place to moor it he unearthed a cottage at the foot of Liverpool Road that had a slip. He bought the cottage from Herman Swan and lived there, then quit his job and evolved the place into Swan's Marina, just as the fiberglass boat was revolutionizing sailing. Today Luttmner is a key player in the redevelopment but back then he describes it as a no man's land. "There was no sewage or water—we had to bring jugs from the gas station up Liverpool road in order to make tea."

Bay Ridges, the portion of Pickering south of Highway 401, was a haphazard collection of old style cottages, 60s homes and a sprinkling of high-rise condo towers. But things changed in 2002 when the Pickering Harbour Company got permission to develop in the area of Liverpool Road abutting Frenchman's Bay and with two developers created mixed-use nautical village. The city, recognizing that they had a

diamond in the (very) rough, published Development Guidelines for what had once been called Fairport Village encouraging its rebirth for "marinas, yacht clubs, mooring facilities, and ancillary facilities; marina-supportive uses and facilities; restaurants, limited retail; public open space; and community, cultural and recreational uses."

Ten years later, voila! The marinas on the east side of the bay are spruced up and adjacent to them there is a Nautical Village of 130 or so homes, condos and shops with interspersed park areas and even a small swimming pool for residents. A New Urbanism main street is clearly modern but conveys a small town feels without being twee. Ground floor shops and cafés with condos above blend attractively with the surroundings. On narrow streets between Liverpool and the waterfront, there's a cluster of homes overlooking the Bay. There's a fine gazebo and the planted trees are achieving some size.

At the south end of the Village, Liverpool Road turns into Millennium Square across from Swan's. This public space is used for events while providing a gateway to the well-enjoyed beaches that access Lake Ontario. Purists may



- Main street scale makes the Village work.
- Launch ramp adjacent to Swan's on the east side.



scream 'kitsch,' but mostly the area has acknowledged its 150 years of waterfront history while creating an area that is increasingly used by both locals and visiting boaters.

For a visiting boat, there are several choices for dockage and lots to do. The three marinas on the east shore, Swan's, Frenchman's Bay Marina and Wharf Street all offer transient docking. Reciprocal club members can visit FBYC then circumnavigate the Bay via Bayly Street to get to bustle of the east shore.

Especially on the west arm of the sandbar, the natural setting remains intact. Exploring along Beachpoint Promenade, the road that runs along the narrow land strip, you're miles from civilization. Water yoga types from yogata.ca doing their stretches on paddleboards and there's the rustic but very active Rouge Canoe club, currently still rebuilding from a 1995 fire that all but wiped it out. The bay and its marsh environment remain tranquil and rural. Looking south across the sandbar is the beach and Lake Ontario vista.

One distinctive feature of the Pickering shore, for better or worse, is the Nuke Plant with hulking silos and a towering wind turbine. On the east ▶

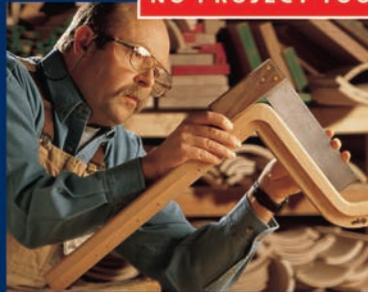
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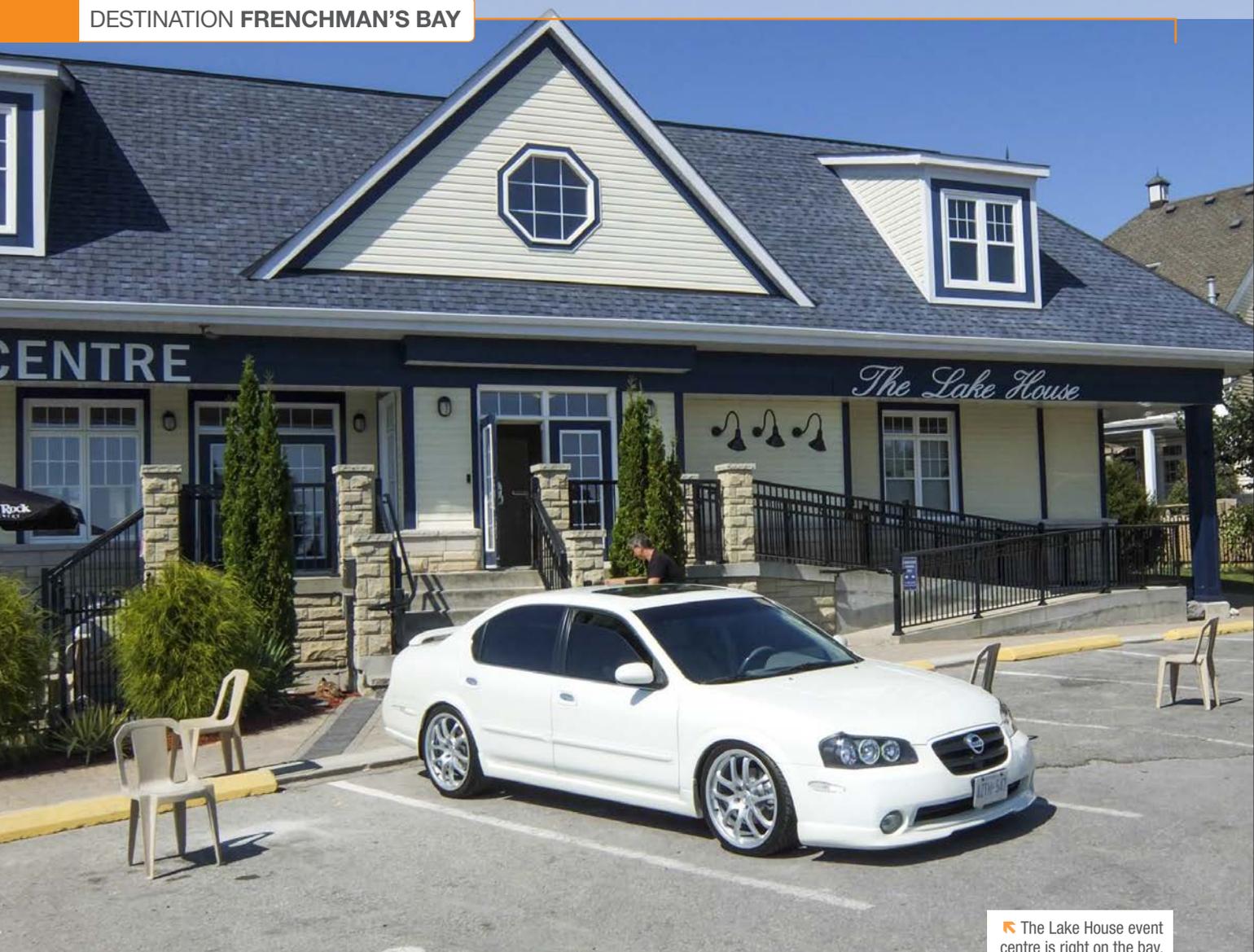


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➤ The Lake House event centre is right on the bay.

side of the bay the kids and parents enjoying fishing in Hydro Marsh and playing enthusiastically on the excellent splash pad blissfully unconcerned about the enormous plant a few hundred metres down the beach.

Frenchman's Bay is the first stop heading east just barely beyond the borders of the Toronto GTA, an easy hop from the clubs and marina at Bluffers Park. Once cruisers seeking onshore dining could choose the chip truck or a hike up to the perennial boater favourite Massey's on Liverpool Road but today new food options include Hy-Tea, an authentic teahouse, Café Crème Brulee with crepes and cupcakes galore or an old fashioned style ice cream stand.

More substantial shore restaurants overlook the docks: The Waterfront, just east of Swan's Marina, serves upscale pub food on its two fine

balconies as well as inside. Port, onshore next to Frenchman's Bay Marina just steps north, is a fine dining spot where Executive Chef & ISG Certified Sommelier Thomas Heitz creates menus to reflect the season and local ingredients. There's also The Lake House, an attractive banquet/business facilities that hosts a lot of weddings overlooking our romantic boats.

In addition to the changes on shore, the three levels of government are spending \$9 million to upgrade the entrance to the Bay. Toronto and Region Conservation Authority (TRCA)'s website has extensive information on the project that "will result in the creation of a safe harbour entrance while preserving and enhancing the ecological conditions." The report from last June indicates the size of the undertaking "Approximately 7,900 tonnes of gabion

stone and 2,500 tonnes of rip rap were transported to the east spit with the use of a tug boat and two barges. In addition, over 4,000 tonnes of rip rap was delivered for use on the west breakwater." Fans of the Bay can subscribe to the TRCA's free online newsletter. The project is scheduled for completion in December 2014.

With all the onshore and waterfront projects, Frenchman's Bay is emerging as a top tier boating destination, completely sheltered from the Lake and adding cruising features enthusiastically. For years Frenchman's Bay languished as a bit of a secret swampy paradise, but that secret is definitely making its way onto the front page. If the esthetic distance between marshland and waterfront fine dining can be properly bridged, the Bay might develop into one of the finest boater destinations anywhere. ■

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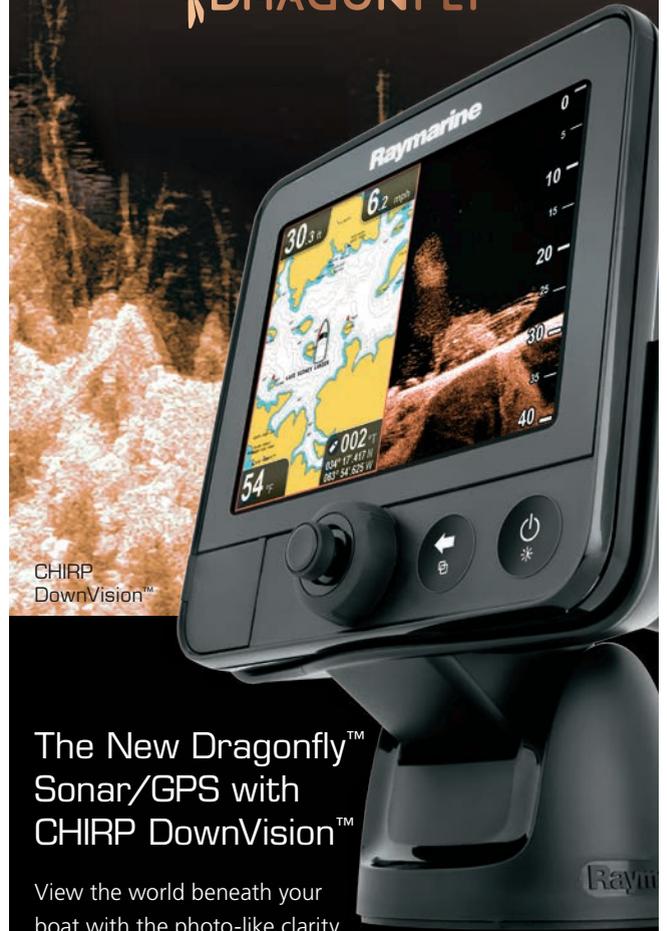
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# CLUB NAUTIQUE on Petit Lac Magog

HOSTS OF THE 2013 CANADA SUMMER GAMES

Story and Photos by Katherine Stone

**T**HE POWER OF ONE is a dominant proclamation that resonates within many small, casual, easy-going boating clubs throughout Canada. These boating fraternities were often started with the vision of one person, who was soon joined by others to create a community of people who loved the water and wanted to participate in outdoor activities that involved a lake. Being Canadian, they really didn't care if the lake was in a liquid or solid form, as they would be

outside enjoying the water in any state, they only needed to adapt their clothing and equipment to be happy. In the early 1960s, a few people in the tiny village of Deauville, Quebec (population just over 3,300 people in 2006) came together to form Club Nautique on beautiful Petit Lac Magog.

Lac Magog is located in the Eastern Townships of Quebec. It is a reservoir resulting from the construction of four dams, to generate hydroelectricity and control the level of water in the early 1900s. At the most, it is 11 km long and two km wide, which makes it challenging, but doable, to set a good decent weather leg for a sailboat race. ▶

▶ Youth radial, laser and 24er sailors prepare their boats for the first day of racing at Canada Games.



**GULL ROCK**  
 Dans son texte de 1967, le Dr. Olivier parle d'une construction curieuse qui apparut sur le lac vers 1899. C'était un chalet qui reposait précieusement sur une espèce de rocher au milieu du lac. Ce rocher, appelé Gull Rock avait été, semble-t-il, repéré au milieu du lac. Ce rocher, une île étroite d'environ 300 pieds de long. L'île finit par être complètement submergée en 1911 lors de la construction du barrage. Drop-off à Rock Forest qui fit remonter le niveau du lac. Néanmoins, la pointe du rocher est encore assez proche de la surface de l'eau pour endommager les embarcations qui circulent trop près.



Ces lignes sont tirées d'un texte écrit par le Dr. Olivier pour le programme souvenir du 50<sup>e</sup> anniversaire de la municipalité de Magog. Il a été conçu avec la collaboration de MM. Roy, Hébert, Étant donné la situation de la ville d'Orford, on ne pouvait pas faire plus que d'autres municipalités se sont jointes à certaines années sur les sites manquants.

En tout cas, on peut voir que les gens s'installent assez rapidement au Petit-Lac-Magog. Déjà, le 4 novembre 1895, la municipalité du Canton d'Orford homologuait la première rue près du lac: l'avenue Parc ou «Park Avenue» comme on l'appelle dans les procès-verbaux du conseil rédigés en anglais. Cette rue est décrite ainsi: «la nouvelle route sur les terrains de Bédard et Saint-Jean et Miquelon et à travers la ligne du Canadien Pacifique...».



année-là, l'estrade des officiels s'éroula et presque tout le monde prit un bain forcé.

Probablement à cause de ses excellentes réflexes, Maurice Richard réussit à se maintenir hors de l'eau.

En fait, quand quelque chose d'important se passait au Petit-Lac-Magog: c'était généralement à la plage. Même durant l'hiver, les activités continuaient, comme ces concours de pêche sur la glace, commandés par l'hôtel.



Chaque hiver, certains terrains du lac déblaient la neige sur le lac et ils obtiennent une belle patinoire familiale. Les patinoires ne sont pas sur le lac. En 1949 déjà, il y avait une patinoire sur le terrain du Manoir du Lac. Plus tard, elle se déplaça sur le terrain de la plage. Maintenant, les patinoires se trouvent dans le parc municipal situé rue Hôtel de Ville.

161 autorisait l'aménagement de pistes de ski de fond et de raquettes, d'une glissoire et d'un relais. Depuis sa création, ce parc a connu une foule d'activités: carnavaux d'hiver, tournois de balles, feux d'artifice, etc. On se souvient encore du fameux festival du hot-dog en 1986.

En 1975, la municipalité de Magog acheta une partie du lot 425 pour la transformer en plage municipale. Celle-ci ouvrit ses portes le 24 juin 1978.

Des activités pour tous les goûts ont été organisées dans la municipalité à un moment ou à un autre. Par exemple, le 2 octobre 1966, une permission était accordée au Club de Chasse et Pêche pour un «tir au dind» dans le



➔ At the height of its membership CNPLM had 110 families who had a lot of children who used the lake for swimming, water polo, row boating, sailing, canoeing, and kayaking.

More challenging is the fact that the average depth is only 18m. Back in 1899 there was a rock, named by the locals Gull Rock, which was some 300 feet long, situated in the middle of Petit lac Magog. When the dam at Rock Forest was built in 1911 the rock became almost completely submerged. What do you do now so that people won't hit this almost submerged rock while boating? Simple, just build a little observation chalet with a platform right on the rock, so you can view swimming, canoeing, and sailing races!

This striking area is part of the great watershed of the St. Francis River, which flows into the St. Lawrence River and was first populated by English, Scottish, and Irish immigrants during the 19th century. The borough of Rock Forest-Saint-Elie-Deauville (once three 3 independent towns) was formally annexed into the city of Sherbrooke in January 2002. Nearby is Mount Orford boasting an active family skiing community. Acting commodore

Francois Beaulieu says that if it's dark over Mount Orford, you have about 10 minutes before you are going to get wet on the lake! If you aren't into sliding on snow then you might want to try sliding on ice. In Ontario we call this blue powder but the Quebecers thrive on ice and you will find them scooting across the smooth surface of the lake either kite boarding or ice boating. If sliding on water, either liquid or solid isn't your thing, you might find fishing (both summer and winter) very appealing with pike and bass in abundance.

At the height of its membership, Club Nautique de Petit lac Magog (CNPLM) had 110 families who had a lot of children who used the lake for swimming, water polo, row boating, sailing, canoeing, and kayaking. They started out simply enough in people's backyards, just like St. Margaret Sailing Club in Nova Scotia. Land was eventually purchased and a club house built for \$25,000 with help from the members who were reimbursed at

LEFT PHOTOS: CLUB DE LA PETIT MAGOG ARCHIVES.

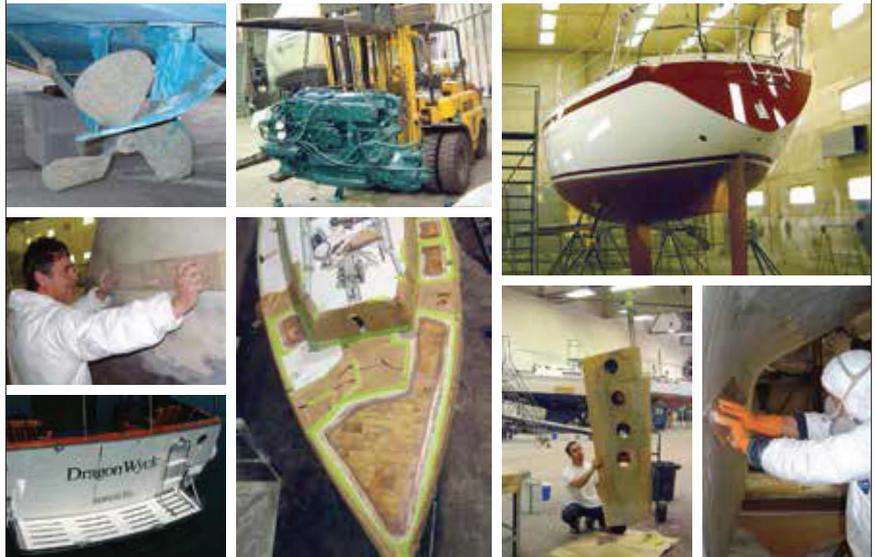


seekers packing their camper vans and heading to this mecca. Not to be outdone, they also hosted the sailing venue for the 1977 and 1994 Quebec Games. “Everyone thought we couldn’t handle the Canada Games as we were too small,” comments Commodore Beaulieu. The combination of a beautiful lake, adaptive sailing facilities, their history of running large regattas, easy access to the water, and a small, integral volunteer group who weren’t afraid to get their hands dirty, made their bid for the

← 2.4m waiting for shipment on the driveway sporting the provincial and territorial flags.



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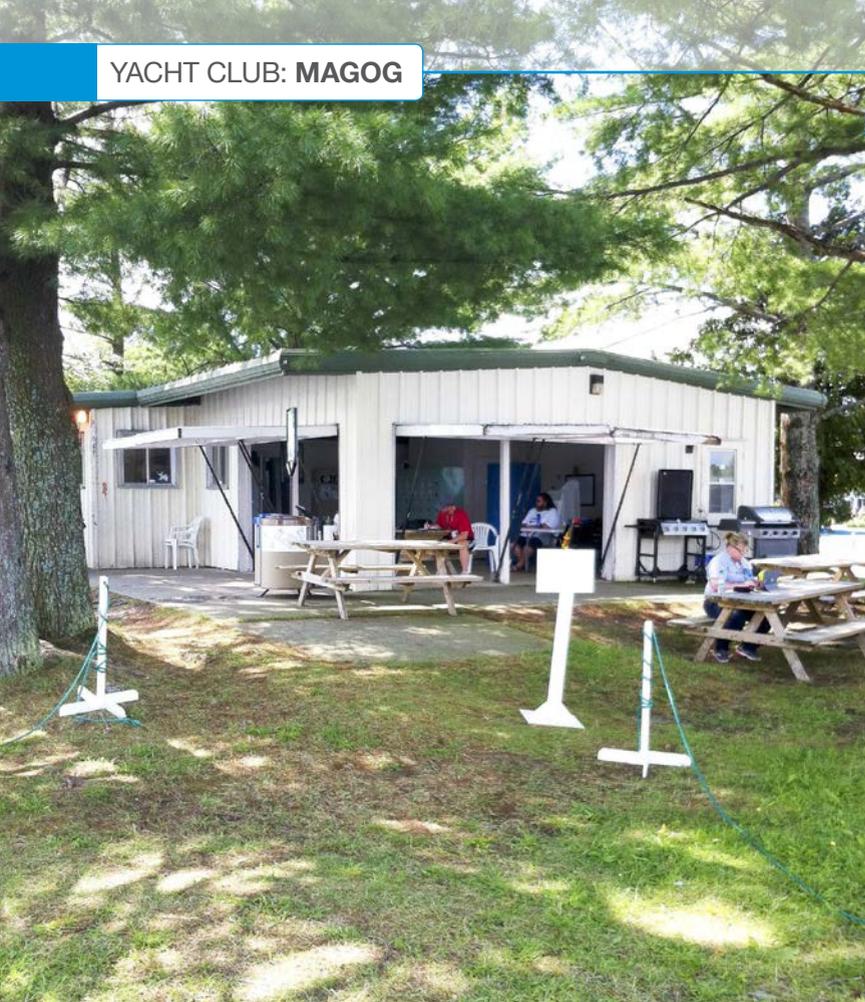
\$1,000/year over 25 years. The sailing club now leases land to Jean Emond and his wife Michele Lariviere, who supervise the sailing, canoe, and kayak school and rental facilities four days a week during July and August. The Quebec Adapted Sailing Association chapter of the Eastern Townships has also collaborated with the yacht club to provide adapted sailboats (2.4m) for those who have athletes in wheelchairs or who are mobility challenged. This has allowed freedom for boaters from age 10-110, the ability to learn to sail and experience the freedom of leaving their wheelchairs on the dock.

CNPLM is no stranger to hosting large scale regattas. When windsurfing was at its height—you would find many weekends with these thrill

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➤ CNPLM newly painted clubhouse.

2013 Canada Summer Games become a reality in July. The club members soon got to work organizing the volunteers to repaint the small cottage that they use as a clubhouse, rebuilding three small sheds, putting up tents, assembling new floating docks, and temporarily removing many club lasers and catamarans to get ready for the games. Added to that for a third season, a team of young people from the Ascent School (Leber) put in volunteer hours at the club by raking leaves in the spring to also help spruce up the site for the games.

And ready they were, with smiles, bonjours, and hospitality overflowing and infecting anyone on the site! The town of Sherbrooke would like to take over the yacht club as their taxes have been in arrears for a couple of years. The club Nautique de Petit lac Magog yacht club members feel that their best contribution to this "venture" would be to maintain control of the area, yet report to the town, so that the site will not become a municipal park. Winning the Canada Games at this site has certainly made this dream more of a reality as they have shown that they are most capable. ▶


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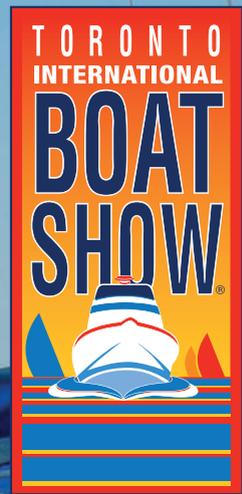


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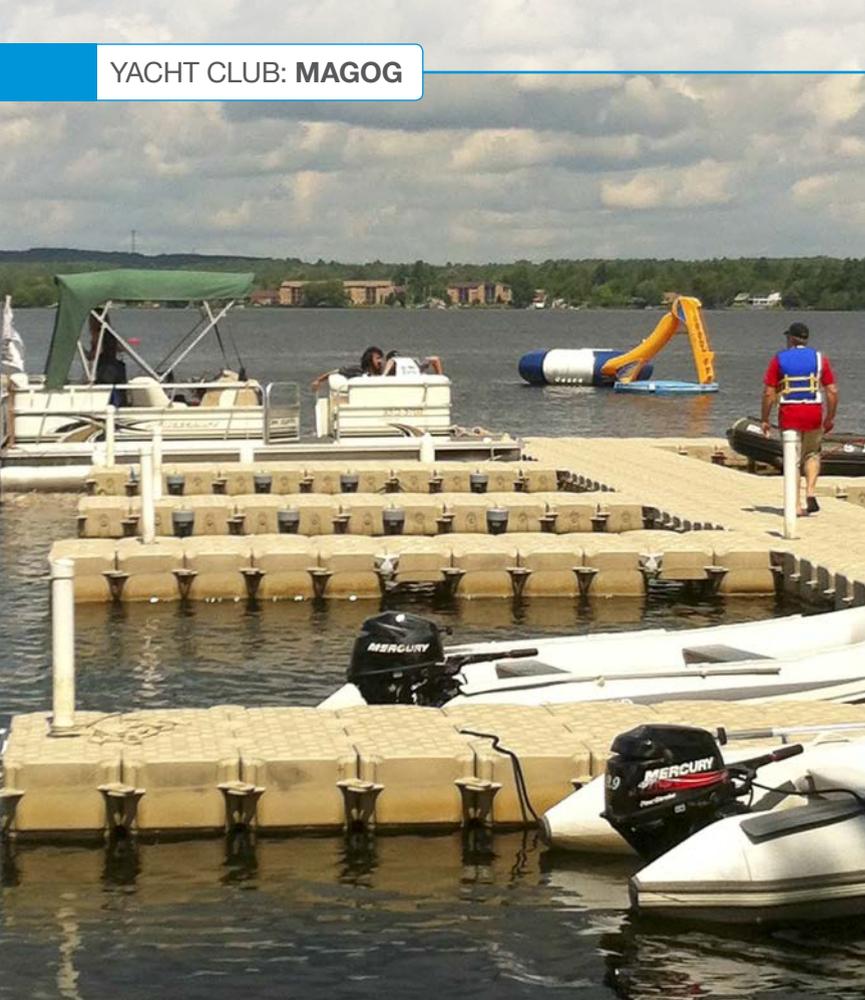
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Sound like the club for you? Sharon Imbeault, website administrator, put it succinctly, "It is thanks to the perseverance of many, the audacity and talent of others, but largely due to the support and solidarity of many volunteers, members, and friends, which all have one thing in common: the love of the outdoors [and the preservation of CNPLM]."

**Club Nautique de Petit lac Magog**  
 8683, rue Saroy  
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[www.cnplm-magog.net](http://www.cnplm-magog.net). ■

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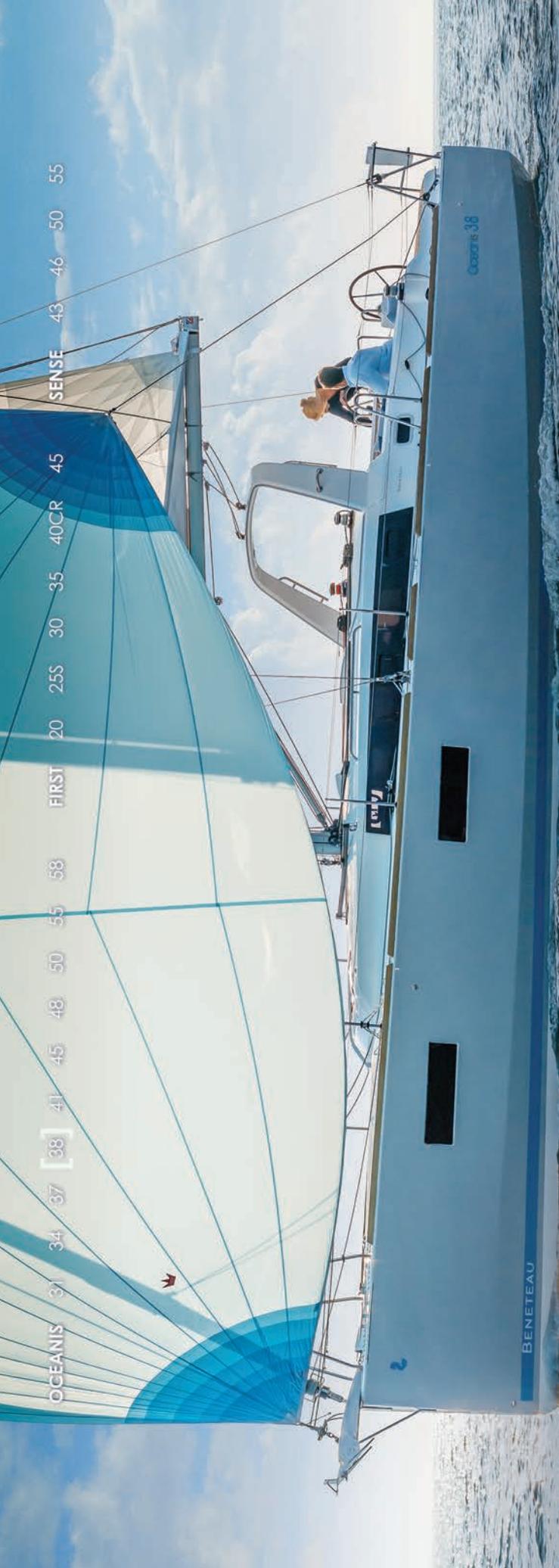
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# Folding and Feathering Props

**UNDER SAIL, THESE MARVELS OF ENGINEERING DELIVER SIGNIFICANTLY LESS DRAG AND GREATER SPEED THAN THEIR TRADITIONAL FIXED-BLADE COUSINS.**

Story and Photos by William Kelly

**WHEN I STARTED SAILING, THE ECONOMIC WAY TO REDUCE PROPELLER DRAG ON A CRUISING SAILBOAT WAS SIMPLY TO INSTALL A TWO-BLADE PROP.**

This worked fine—we had one on our 35' sailboat for almost 30 years. Mind you, it didn't provide a lot of push in steep seas and headwinds, and we often used the mainsail to help punch us through a chop.

Now we have a bigger boat and a three-blade prop behind our 100-hp engine makes more sense. However, under sail, a fixed three-blade prop is reported to have the same effect as dragging a bucket in the water—and two buckets if the transmission is

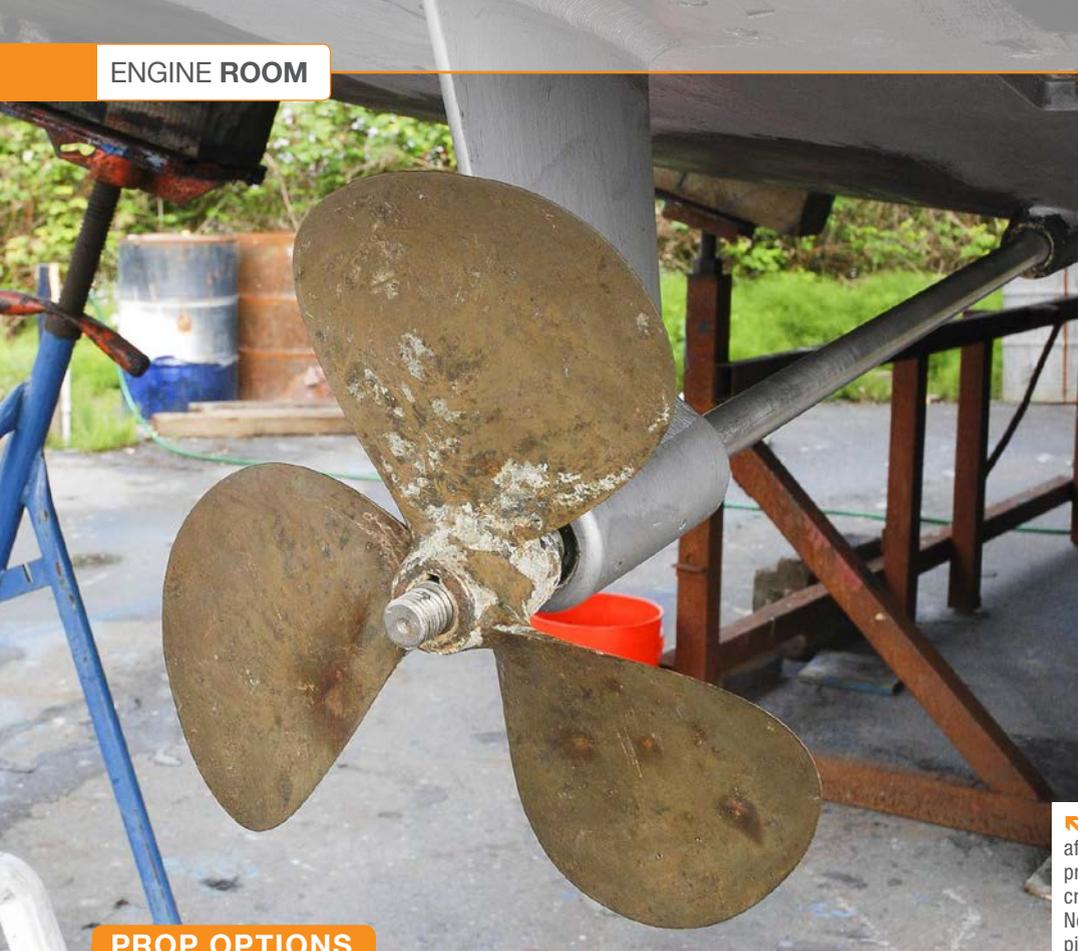
left in gear as most engine manufacturers recommend. This can reduce speed under sail by more than a knot and add hours of sailing time to an extended passage.

Fixed props do have several advantages over folding and feathering models, however. They are simple, less expensive, require less maintenance, produce less noise and vibration, and are slightly more efficient in forward gear because their airfoil sections provide better lift than flat-sided feathering props. Like most things on boats, it's a trade-off: the reduced drag of a folding or feathering prop against their higher cost and maintenance.

For many sailors—cruisers and racers—the trade-off seems worth it. With more manufacturers entering the market, costs have come down

and reliability has improved. Although feathering and folding props still price out at two to five times (or more) higher than their fixed-blade cousins, tests show a feathering prop reduces drag by more than 90 per cent and a folding prop by almost 100 per cent. This translates to a significant improvement in sailing speed—especially in light winds, which are typical in most Canadian waters in the summer months. Reduced drag also improves a boat's pointing ability, which could make a big difference when clawing off a lee shore.

Since these props were first introduced in the mid-1970s, issues of reliability and performance have largely been addressed through improvements and upgrades. Reversing with a folding or feathering prop was sometimes a heart-stopping ▶



↔ Before and after: Old fixed-blade prop was worn and cracked at base. New Max Prop in pitched position.

## PROP OPTIONS

Here are a few of the folding and feathering props available in Canada:

**AUTOPROP:** Works differently from most feathering props in that the blades swivel or rotate independently from being feathered to being under power. The amount of twist in the prop depends on engine RPM and load, providing a variable-pitch option. [www.autoprop.com](http://www.autoprop.com)

**AUTOSTREAM:** Manufactured in Australia, this feathering prop has been around for decades and is highly regarded for its all-stainless steel construction. Offers separate pitch settings for forward and reverse, helping to reduce prop walk. Local dealer is West By North, which also markets the excellent Campbell Sailer fixed prop. [www.westbynorth.com/AutostreamAdvantages.aspx](http://www.westbynorth.com/AutostreamAdvantages.aspx)

**FEATHERSTREAM:** This UK product is fairly new but there are good reports of its ease of adjustment (external), performance and price. Sold in Canada by Caledon Boatworks of Ontario. Website: [www.featheringpropeller.com](http://www.featheringpropeller.com)

**FLEXOFOLD:** Hub and blades of this folding prop are made of nickel-aluminum-bronze, significantly stronger than bronze; stainless steel pins keep the blades securely in place. Made in Denmark since the late 1990s, it rates, according to a report in *Yachting Monthly* in 2009, among the best of all

feathering or folding props for stopping and forward thrust. [www.flexofold.com](http://www.flexofold.com)

**GORI:** A pioneer of folding propellers in the mid-1970s and still with many advocates. Manufactured in Denmark and available in Canada through US distributor AB Marine. [www.ab-marine.com](http://www.ab-marine.com)

**KIWI PROP:** Designed in New Zealand over a dozen years ago, this prop is unique in using composite plastic for its blades, eliminating the risk of corrosion. The company has an office in Toronto. [www.kiwiprops.com](http://www.kiwiprops.com)

**MAX PROP:** An early leader in the design and manufacture of feathering propellers, this company enjoys a loyal following and continues to upgrade their product. In addition to the "Classic" there is now the externally-adjustable "Easy," the variable-pitch "Ecowind" and the five-blade "Whisper", also externally adjustable. [www.pyiinc.com](http://www.pyiinc.com)

**VARIPROP:** This German-made feathering prop comes in variations of two to four blades and boasts one of the shortest hub lengths to fit smaller apertures. A newer model, the Variprofile, offers pitch adjustment for forward and reverse to help reduce prop walk. This company also designed the Varifold, a folding variation. These props have Canadian distribution. [www.nautilusvariprop.ca](http://www.nautilusvariprop.ca)

blades fold down over the end cap. The blades are usually geared so they stay tightly folded and out of the water flow while under sail.

The blades of feathering props are mounted at right angles to the prop shaft and rotate on a hub or boss. The torque of the prop shaft turns the blades at an angle to provide either forward or reverse thrust depending on which gear is in use. If the boat is moving through the water with the shaft locked in gear and the engine off, the absence of torque allows the blades to feather so only the slim leading edge is left in the water flow. Both types of props require the engine to be off and put into gear momentarily to make them fold or feather.

Your options in props will vary depending on boat size. The owner of a smaller boat with a less-powerful engine might consider a wide range of props, including the Kiwi Prop with glass-reinforced plastic blades. Owners of larger boats have fewer options because some props are unable to handle engines over 100 hp. Owners of traditional full-keel sailboats will likely be limited to feathering props, as folding models usually don't fit in the small apertures found on these

experience back then. But some of today's props offer better stopping time and better pull in reverse than a standard fixed-blade wheel.

### CHOOSING A PROP

The question for many sailors is which one to buy? A folding prop does what the name implies—when not in use the



are tightened, with the cotter pins butting against the spindle or end cap. I took photos at each step so that if I wanted to check any aspect along the way—such as making sure the pitch angle was set correctly—I had a photo as confirmation.

In the water, the prop worked fine, although I may have put in too much grease because it seemed to hesitate the first couple of times I tried to feather it. However, it settled out and eventually feathered easily. I normally sail with the engine in neutral because the shaft doesn't turn once the prop is feathered. Under power, I noticed a slight whine at certain RPMs but this is apparently normal.

There is discussion in various online forums about whether feathering props, with their flat blades, should be set up with more pitch to compensate for the lack of the airfoil section on fixed props. The original prop fitted to our boat was a 19 x 12, but I added another inch of pitch that helped us reach cruising speed at a slightly lower RPM and didn't affect the ability of the engine to reach maximum RPM—an indicator that it is not overpitched.

The Max Prop, like most other feathering and folding props, requires annual servicing to clean, grease and replace the anode. The last is a critical step—the prop is a very expensive piece of equipment to replace if it becomes corroded.

*William Kelly's sailing adventures have taken him up the West Coast as far as the Gulf of Alaska. With Anne Vipond, he is the author of Best Anchorages of the Inside Passage. ■*

hulls. However, most modern boats have a fin keel and aft rudder, with ample room for either type of prop.

#### MAX PROP

For our Tayana 48 with its 100-hp engine I chose a feathering Max Prop. The manufacturer offers a few variations (see sidebar) but I ended up buying the original or “classic” Max Prop which meant, among other things (such as being less expensive), prop adjustments are internal and the end cap and central gear must be removed to adjust pitch. An experienced diver may be able to do this work in the water, but generally these adjustments need to be done during a haulout. The newer Max Prop “Easy” can be adjusted externally—a feature now offered by most manufacturers of feathering props. Installation of this new generation of feathering props is also simpler.

When we took our shiny new bronze Max Prop out of the box, it was a wonder to behold. With finely machined parts that fit together like a Swiss watch, it's an engineering marvel. Vancouver sailor Wally Raepfle has had a Max Prop for many years on his C&C 30 and says, “In my opinion, it's a work of art. If it weren't hanging in the water under my boat, it would be on the mantle.”

Fred Hutchison of PYI, North American distributor of the Max Prop, oversaw the installation of our new prop and offered a few words of advice. However, the manual is very good and provides all the instructions you really need. Although the Max Prop seems complicated, it's actually fairly easy to install. Key points include making sure the hub is fully into the prop shaft and the shaft nut is securely tightened. Also, ensure the locking pin for the nut is installed as shown in the manual and all setscrews

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# STAR LIGHT STAR BRIGHT

BOATING AND ASTRONOMY CAN BE A MATCH MADE IN THE HEAVENS

Story by Jennifer Harker | Photos by Paul Jewer

**T**HE INKY BLACK CANVAS ABOVE THE BOAT is punctuated by sparkling pinpricks of brilliant light. As if on cue, a meteor blazes across the sky, its dramatic trail tracing its path.

It's a mid-August night at Beausoleil Island in southern Georgian Bay. The moon has already plummeted below the tree line on a cloudless night, setting the stage for the Perseid meteor show, an annual display easily observed from the deck of a boat at anchor.

That's one of the advantages of being a boater and amateur astronomer said Dave Lane, past president of the Royal Astronomical Society of Canada. "Generally speaking you're out in rural areas where it's dark. Today there's so much light pollution from human activity it's hard to see the stars where we live. But on a boat the stars shine like they don't at home."

Last March Lane enjoyed phenomenal star gazing while aboard a friend's sailboat travelling from the US Virgin

Islands to the Bahamas. "The brilliance of the sky that far away from land, there's no light pollution and it was the darkest skies I've ever seen."

For decades this amateur astronomer has had a small observatory at his home in Stillwater, N. S. But it's the last seven years aboard his C&C 29 *Leva* (aptly named after one of Magellan's constellations) that have opened up the skies in a new way. "One of my favourite parts of boating is showing fellow boaters who are ▶



unaware of the stars.” Using a green laser pointer he highlights constellations, planets, satellites and even the International Space Station circling the earth. Lane recommends [www.heavens-above.com](http://www.heavens-above.com) for tracking the ISS’s path and other satellites or a cellphone app to learn what’s visible from your location. “In the old days you didn’t know which ones you were looking at but now with a Smartphone you can go to the site and watch.”

Lane said, “Star gazing and boating has its limitations as you’re on a moving platform.” A telescope might not be the best bet however “naked-eye” astronomy is still rewarding or better yet, reach for those marine binoculars. “A lot of people don’t realize the power of binoculars. They’re looking at other boats and navigation marks with them and don’t realize they’re good for the stars too. They magnify and make it

brighter.” With binoculars viewers can see individual stars in the Milky Way, star clusters and nebulas.

According to Lane 7x50 or 10x50 binoculars are all that’s needed, but, “If you can afford it a nice addition is image stabilizing binoculars.” With the same anti-shake technology that eliminates blurring as the new Canon camera lens Lane said, “They are awesome.”

Kent Goranson, owner of Focus Scientific in Ottawa, fondly recalls an amazing star gazing experience. “The best look at the Perseid meteor shower that I ever had was from a small boat, a punt, in the middle of a lake. It was 30 years ago and I still remember it well.”

While special equipment isn’t necessary, it does add to the experience. “A pair of 7x50 marine binoculars will pick up many deep space objects. As well as the four moons around Jupiter, good looks at a crescent moon,

mid-summer the Lagoon nebula. The moon looks fantastic when in partial phase.” Many objects on the Messier Catalogue of astronomical objects can be easily seen with normal navigation binoculars (Google Messier List or Catalogue for details).

Although Goranson said a boat is an unsuitable platform for a telescope, boaters do have access to remote destinations far from light sources and may want to consider packing one along to set up on shore. “You want something you can board and unboard easily,” Goranson said. “To be safe, something you can hold in one hand. Some people want a telescope they can use for nature watching as well. You can spend from \$100 to \$4000 and still be portable enough to pack.” He recommends the reasonably priced and versatile Sky-Watcher 1145. “It weighs 18 pounds so it one hands easily.

← The Big Dipper hangs majestically over boats at Beacon Bay Marina in Penetanguishene. Knowing the constellations and their locations in the sky is a great activity for boaters.

**For kids:** Janet Weersink of Minds Alive in Midland recommends *The Kids Book of the Night Sky* as a great introduction to the constellations and the mythology of their names, as well as *Exploring the Night Sky and Peterson First Guide to Astronomy*. "We also had a telescope when the kids were little, but one of our favourite things to do was lying on the dock at night watching the meteor showers and making a wish on all the shooting stars."

**Web resources:** Track satellites and the International Space Station with [www.heavens-above.com](http://www.heavens-above.com) or download a planisphere on [www.star-finder.ca](http://www.star-finder.ca)

**For awesome viewing onshore** check out the Torrance Barrens Dark Sky Preserve, off District Road 13, near the Village of Torrance in Central Ontario. Designated a conservation reserve in 1997, in 1999 it was officially named a dark sky preserve, recognizing the remote area's value as a unique destination far from urban light leakage.

**Learn more:** Check the Royal Astronomical Society of Canada [www.rasc.ca](http://www.rasc.ca) for news of new dark sky preserves, what to watch for in the night sky and other fascinating resources.



It's good for light to medium serious astronomy and costs a little over \$200."

Whatever boaters use they need to beware of moisture. "You've got to protect optics on a boat. They need to be kept dry." He said, "Silica gel in a garbage bag will protect it reasonably well or at least throw a pound of rice in it." Rice is a good moisture absorber as Goranson points out if a cellphone gets wet, put it in a bowl with dry uncooked white rice to draw the moisture out.

So what to look for and where? "Constellations are the first thing to look for," RASC's Lane said. Use a star chart analog computing instrument called a planisphere, essentially two adjustable disks that rotate to show the stars visible on any day and time at the viewer's latitude. Planispheres are available at science shops or planetariums or visit [www.star-finder.ca](http://www.star-finder.ca) for a downloadable one. Lane also recommends the



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Canadian magazine Sky News. He said the summer issues include an annual star chart with details of what's going each month. In mid-summer 2014 Lane said Mars and Saturn will be visible in the southwestern sky.

Even today's advanced technology isn't foolproof. "If your GPS does fail and the sun has set you can still find out your direction by simply finding the North Star. You can steer by following the star rather than a bouncing compass," Lane said, quoting John Mansfield's Sea Fever poem, "And all I ask is a tall ship and a star to steer by."

John Gullick, manager for government and special programs with the Canadian Power and Sail Squadrons said CPS covers celestial navigation in two of their most advanced courses, junior navigator and navigator. Topics include introduction to a sextant, how it works, history, various star shots and sun shots, celestial and electronic navigation. "It's a bit of a dying art," Gullick said, "It's more for their own interest than functional, however it's

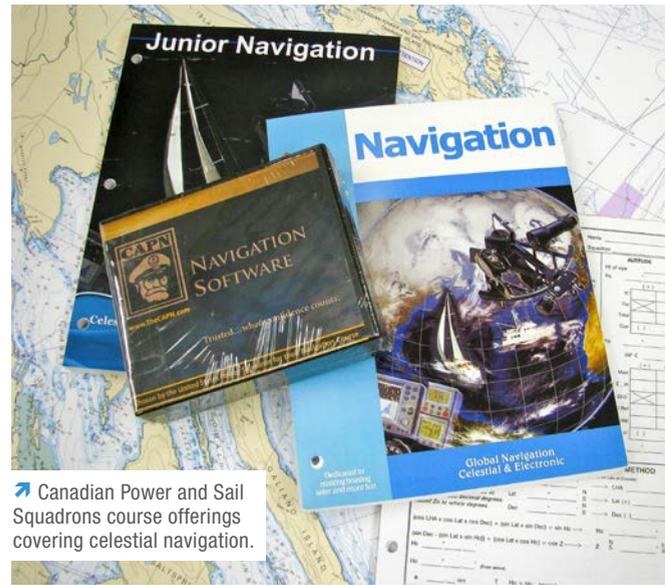
still of use, with a lot of good information. Some who are starting to look at global travel and want to have a non-electronic back-up do it."

The information is useful for everyday purpose whether hiking, boating or on a road trip. "You get a sense of where you are," Gullick said. After learning to use a sextant, the sun and stars he said, "My personal sense of direction improved dramatically, how to best find where I was and keep moving in the right direction rather than going in circles."

While the demand for the CPS advanced navigation courses is greater in urban areas and coastal communities, Gullick said even if courses aren't listed on their website [www.cps-ecp.ca](http://www.cps-ecp.ca) call the closest squadron and ask. "Call and say 'I have an interest'. We do have students

who work on it as home study with a mentor and work at a distance. It works well in more remote areas."

Whether it's functional navigation or enjoying the dark sky while anchored, knowing the stars and constellations is a great activity for boaters of all ages. ■



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SPECIAL  
SECTION

# Marine Electronics 2013

SOMETHING FOR EVERYBODY

By Andy Adams – Editor

**D** DO YOU REMEMBER THE CAR PHONES OF THE MID TO LATE 1980S? A mere 25 years ago, your car phone was bolted onto the dashboard, the handset was as big as the one on your home telephone and it was attached with a thick coiled cord that got caught on the gear shift and wrapped around your neck every time you went around a corner. But wow! That little black antenna on your back window proclaimed to the world that you were a techno-leader!

Today, the latest smart phones are GPS enabled, allow you to download cartography to find your way anywhere on the planet while simultaneously playing your favourite music, carrying

on business by sending and receiving e-mail and shooting video of your life's experiences as you go. Who would have imagined?!

That's how I feel about the report Alex Gadamer has sent in to us from his time in San Francisco on the press boats at the 2013 America's Cup races. The technology onboard the boats, commanded by the sailors onboard and linked through to the race officials, onshore video displays and probably much more, is so advanced from anything that we had previously seen, that it's hard to express.

The 2013 America's Cup was a two boat race and the New Zealand boat had gained what many people would've thought was an

insurmountable lead in the series, but the American boat, Oracle, began fine-tuning their performance through the available electronic technologies, learning more and gaining more with every race to finally stage what is perhaps one of the greatest come-backs in sports history.

At Canadian Yachting magazine, our own CEO, John Kerr, sailing with the legendary Hans Fogh and Steve Calder won medals in the 1984 Olympics in Los Angeles [and no doubt all three of them would have had car phones at the time] so we asked John to give us his impressions of this latest America's Cup and the game changing technologies behind it.

Here's what he told us. →



The epiphany about just how much sailboat racing had changed, came to me when my son called me while watching Sail-World's streaming live coverage on his computer. Immediately I took his lead and was on line in seconds. We chatted though the ensuing two races watching sail flow, current lines, judge's rulings, tactics, and all the while, listening to the onboard chatter we are used to when we race our Etchells. Alongside us that day were 45,000 others online experiencing just what we were experiencing and the sport had finally come to life after so many mis-starts and valiant attempts to bring the sport of sailing to mass viewership.

***Can high-end international sailing and racing ever go back to the "old days"?***

This edition of the Americas Cup has done more for the sport of boating than any of us can imagine today. While some may see it as a specialized niche of the sport, the scope and scale allowed a tremendous reinvestment in the way Yacht Racing will be covered in future, demystifying sailboat racing to such an extent that I sense the sales of next year's AC video game will be high. Gary Jobson the America's Cup veteran said it best when he commented that his Twitter account was getting a constant buzz around sailing being "so cool". A naysayer at the outset, I am a huge fan today, especially if we can lever the technology of broadcast and communication across the strict one design and Olympic communities.

***Does Racing really improve the breed?***

The art and science of sailboat racing was so well demonstrated by the recent America's Cup that I sense too, that it will help the sport reach a whole new group of sailors while taking many to higher levels through a solid and practical approach to demonstrating tactics and positioning so well. From current lines to wind shifts, from starting tactics to the basic rule descriptions, the coverage we witnessed and the event itself has the potential of building the sport at the grass roots once again. My sincere hope is that when the sport reunites in Rio for 2016, much of the technical expertise used to cover the AC event gets embedded in all the classes of racing. Racing itself is a great test that causes anyone to understand their boat and its numerous facets so much better and in the end, makes anyone a better boater as the respect for what a boat does in various conditions is inbred.

Time will tell but we suspect that the 2013 America's Cup will be seen as the watershed moment in sailing and racing for the future.

**John Kerr**  
**CEO Canadian Yachting ■**



Tracking these blazingly fast boats, AC LiveLine is a technology that makes competitive sailing accessible to home viewers worldwide.



# America's Cup

INNOVATIONS RISE TO THE OCCASION

By Alex Gadamer

**M**ARINE ELECTRONICS HAS JUST MADE A QUANTUM LEAP FORWARD AND INTO A WHOLE NEW REALM.

The high profile of the America's Cup has inspired the innovation of a video technology called AC LiveLine. It is an easy-to-understand video overlay that allows the best understanding of sailboat racing in this spectacular event, considered to be the oldest trophy in international sport.

AC LiveLine provides the platform for more accurate officiating, preventing ambiguous penalties and it also makes the sport a more pleasurable viewing experience. Innovation in sailboat design has increased competition between Oracle and Emirates Team New Zealand. Both teams tweaked their innovative sailboat speedsters to new heights daily as the racers worked hard to reach their goal of

winning the America's Cup.

Pioneered by Stan Honey, the groundbreaking use of AC LiveLine is a technology that makes competitive sailing accessible to home viewers worldwide. In May 2013, AC LiveLine was awarded an Emmy for extraordinary technical innovation. Using augmented reality over the standard video images allows different kinds of information to be shown to viewers and umpires alike.

Using signals from the sensors on the seven onboard camera systems, helicopters, chase boats and race beacons, the communication center has overlaid a graphic ladder on the course to show the exact gap between the sailboats in real time. Trailing colour is another interesting graphic overlay showing where the race boats have just been in the previous moment and to depict the wind on the course.

More useful still to the judges, is the buoy room around marks, since a protest is quickly determined on the water and a penalty imposed immediately. The penalty is then transmitted to the offending boat by a large LED light system aboard each yacht.

As the two America's Cup skippers, Dean Barker and Jimmy Spithill approach a mark, they have a race management system telling them where the boundary is through a series of big flashing yellow LED lights on board. As they approach the marks the flashing gets quicker and quicker and then goes solid within 50 meters. Flashing lights of Green, Amber, Red and Blue are activated both by umpires and electronically, by boundaries that indicate the following:

- **Green Light** – the raceboat is within five hull lengths of a course boundary or mark.



← Left: Oracle Team USA rounds a Start mark with the stern LED green light indicating they are within five hull lengths of a race mark.

→ Right: Oracle Team USA relax upwind preparing for another race with Jimmy Spithill at the helm.

- **Amber Light** – the raceboat is approaching a boundary
- **Red Light** – means a boat is protesting and asking for a ruling by the umpires.
- **Blue Light** – Shows the skipper and crew their raceboat has been penalized by the umpires. As a result they must slow until released by an umpire. They know they are released when the light stops flashing.

“The key is, that this is the future, so there’s nothing in the system that we won’t be able to do, by miniaturizing the units and finding another event organizer to take on the cost. There’s no reason you couldn’t run this in smaller regattas,” says Tim Jeffery Dr, Promotions, Athletes, & PR at America’s Cup

The company behind part of this technology is Vespermarine.com. Company CEO Jeff Robbins started out in 2007 developing collision avoidance systems for recreational sailors, growing into virtual Automatic Identification System (AIS) development.

Complementing a private system already used by AC organizers to manage the race and notify race boats of approaching boundaries, Vesper Marine’s technology has been implanted to address safety concerns for on-the-water spectators and general marine traffic that also uses the busy San Francisco waterway. They developed a beacon to be used in the America’s Cup. The beacon establishes a “virtual fence” around the course and broadcasts this information to the public using AIS frequencies, essentially painting the course on surrounding vessels’ dedicated AIS displays and navigation systems to clearly outline boundaries and other critical safety information. In the America’s Cup the beacon was

mounted on Pier 45 in San Francisco. The Beacon has a line of sight over the entire course. Multiple virtual marks can be drawn out. The purpose is to notify sailors, coast guard and race officials of positions of the marks and the boundaries of the course. The mark location positions are sent to shore via a private data link, and that is automatically transmitted to the communications center, then reformatted to the race boats and umpire boats. The shore system draws out the boundary of the course. Another feature from video data from the AC72’s is how right-of-way changes from one boat to another as they approach a mark in real

time. They can put trails on the boats to show where they’ve been showing boat speed and identification of each boat. Smart computer code uses the information from the helicopters, and chase boat and renders it over the video.

Both Oracle and Emirates Team New Zealand collected daily information from their racing boats through the use of sensors and computers. This information is then put through tests on computers and allows them to learn how to increase their speed in upcoming races.

Indeed the difference in performance became clear in the last few races of the Cup, with both teams

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## MARINE ELECTRONICS 2013



➤ Jimmy Spithill at a press conference held after each race, to give reporters perspective of the race. When asked what they were doing to make their raceboat go faster, Jimmy Spithill responded, "I can't tell you that." Secrecy around Oracle's amazing comeback was the order of the day, every day.

➤ Dean Barker skipper of Emirates Team New Zealand seen in action travelling up to 55 MPH in their AC72.



foiling in lighter winds faster and reaching over 30 knots upwind.

When Jimmy Spithill was asked what they had done to their sailboat in a press conference, he flatly said, "I can't tell you". Dean Barker of Emirates Team New Zealand chimed in with the same comment. Innovation to these boats leading up to the finish has been tight lipped from both teams, but to be sure, corporate Oracle's computer analytics ability and racing ingenuity served them well as they came back from an 8-1 deficit to have Oracle win the America's Cup 9-8.

The 34th America's Cup in San Francisco was the longest-ever Cup by both number of days and races and it was the first to feature a "winner takes all" final race since the 25th America's Cup in 1983.

America's Cup is a pinnacle in the sport of sailboat racing. Innovation leading up to this great event has increased both the audience's video enjoyment and sailboat racing itself to a level not seen in most sports. In the final moments of the last race on September 25th, 2013 AC LiveLine overlaid an American Flag for the last 50 meters of the race, demonstrating how creative and versatile

the innovative technology has come. Innovation rising to the occasion has led both teams to reach new heights of speed and tactics, having learned on the fly to be more competitive, showing the world how great sailboat racing has risen to the occasion.

Alex Gadamer is a freelance photojournalist living in Hamilton, Ontario, Canada. An avid sailboat racer, this event was the pinnacle of his experience covering regattas.

In addition to the articles here, don't forget to visit the Canadian Yachting magazine website at [www.canadianyachting.ca](http://www.canadianyachting.ca) and choose "DIY and How To" from the main menu bar then "Electronics". There you will find a selection of electronics stories including recently added video clips where Mike Varga of Navionics will walk you through their suite of B&G electronics systems specifically for sailing and racing.

You can also chose to view the clip with Michael Range explaining the latest multi-function display and cartography features from Garmin. You will also see their gorgeous new screens that can be mounted from the back for a flush helm surface. Visit: [www.canadianyachting.ca](http://www.canadianyachting.ca). ■

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When tasked with designing a replacement model for the 335 Offshore - the best selling model in Pursuits history - our engineers had a tall order to fill. Fortunately, our staff is full of over-achievers and the OS 345 was born.

↳ The two eSeries on the Whaler are part of Raymarine's HybridTouch line allowing the user to fully control the unit from the touchscreen as well as being able to do everything from the manual keypad.



# MEETING IN THE MIDDLE

Affordable Electronics on a Mid-Sized Boat

By Lorne Spence

## **M**OST PEOPLE WHO BUY A 60' YACHT AREN'T TOO WORRIED ABOUT HOW MUCH THE ELECTRONICS ADD-ON PACKAGE IS GOING TO COST.

After all, what's another \$30,000 when you're already in for a million? Many of us fall into a more moderate category, with 25' to 35' vessels, some brand-new, some used. If this is where you're at, deciding which electronics to put on the boat means a process of trying to get the most function for the lowest price. Fortunately, new marine electronics make this easier than ever before, with lots of flexibility and value.

We decided to look at outfitting a new Boston Whaler 285 Conquest. It's on the higher end price-wise, but it's a fairly typical size and a great platform on which to base a new electronics suite. This particular boat was equipped with new state-of-the-art Raymarine eSeries displays, complete with radar, sonar, autopilot and engine interface. Although different manufacturers have different ideas and approaches to marine electronics, the past five years have seen many of these ideas come into alignment with one another resulting in 'system building' being more homogenous. In the following we'll look at how you can build a system that will do what you need without breaking the bank.

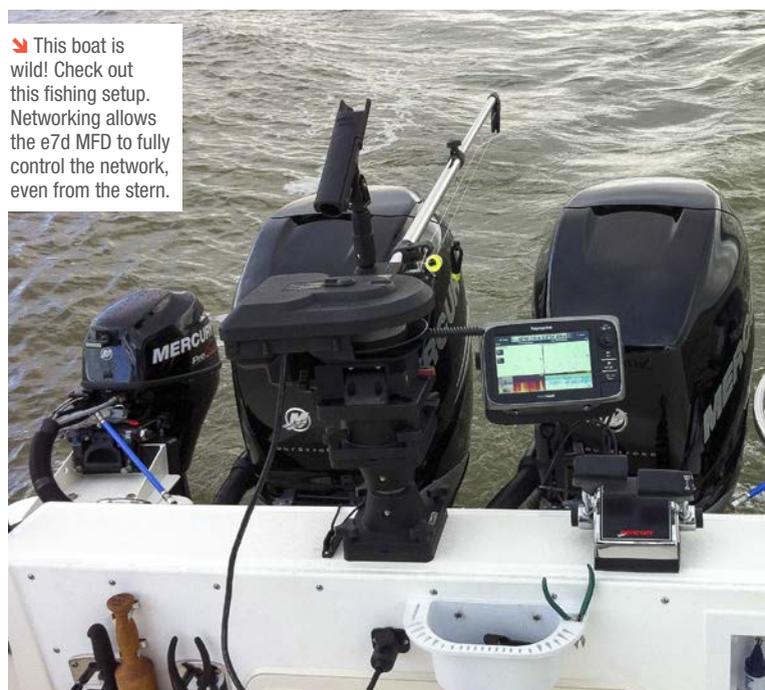
### **SYSTEM OVERVIEW**

Firstly, here's a quick synopsis of what's on the boat. There are two Raymarine eSeries displays; an e125 and an e95. They are networked together via Raynet, Raymarine's high-speed data connection, which is also connected to the RD424HD radar. The SPX10 Autopilot is connected through Seatalkng, Raymarine's version of NMEA2000. An S100 Remote provides mobile control of

the autopilot. We'll break the system down into pieces, briefly talk about each part, and discuss how they can work to your advantage.

### **THE MULTI-FUNCTION DISPLAY**

The heart of any modern marine electronics installation is the Multi-Function Display (MFD). Gone are the days of specific purpose screens, replaced now by displays that allow you to switch through different applications, or even view multiple applications simultaneously. Sizes vary from 6" all the way up to 16" and beyond, but the theory is the same: this is where you view your informa-



↗ This boat is wild! Check out this fishing setup. Networking allows the e7d MFD to fully control the network, even from the stern.

tion. The two eSeries on the Whaler are part of Raymarine's HybridTouch line. They allow the user to fully control the unit from the touchscreen, but also to do everything from the manual keypad. The keypad is key, excuse the pun. Just ask anyone who's ever tried to enter a waypoint on a touchscreen in four foot plus waves. Sometimes you just need the accuracy a keypad can bring. That being said, the touchscreen is also just as important in today's world. With almost all of our cell phones being touchscreen, we're used to being able to just press on what we want to do. It's intuitive, and in the majority of sea conditions, it just works.

Basically all MFD's have a built in chartplotter, and many now come with a built in GPS. The GPS in the Raymarine eSeries is a major step forward from the ones in the previous generation. We saw an HDOP of 0.6 (very good, trust me) and they acquired a fix easily under a canvas top. The GPS will work through thin fibreglass and glass windows as well.

### **THE CHARTPLOTTER**

Most boaters have used a chartplotter before, benefitting from how much they simplify navigation. Once you've plotted waypoints, laid out a route and stored the track from your vacation, it's

clear how superior the chartplotter is compared to strip charts with the occasional coffee stain. For some boaters, an MFD is all you need. The GPS and chartplotter covers 75% of basic navigation needs, and if you're a fair-weather sailor who doesn't fish you should be fine. Keep in mind, you're still required by law to have paper charts on board.

### **CONNECTING THE COMPONENTS**

Many of us want to take things a little further however. The biggest advantage of modern marine electronics is how easily

different components network and talk to one another. The Raymarine system on the Whaler is no exception with all systems being tied together. Adding the second screen immediately doubles the amount of area you have on which to view data. Put the radar on one and the chartplotter on the other, or mix sonar and plotter on one and put engine instrumentation on the other. There are many different ways to lay it out.

This is when the real flexibility and advantage of a Multi-Function Display become clear. It does have its limits though, as the more times you split the screen to add another application, the smaller each of those applications

becomes. If you're planning on running multiple applications the majority of the time, it makes sense to invest in a second screen. And once again, with the display networked, any info that's available on one screen will also be available on the other, including cartography.

### ADD AN AUTOPILOT

Autopilots are quickly becoming known as an indispensable add-on in many boats. For sailors, it's the smart version of the wheel clamp that can drive while you adjust the sails. For power boaters, if you're on a long cruise it's nice not to be confined to the helm. It's especially helpful for anglers as it steers while you're winding in your catch, as well as performing a myriad of trolling manoeuvres such as clover-leaves, spirals and zig-zags, all designed to entice the big one to take the bait.

We've heard people say many times, once you have an autopilot, you'll never want to go without one. So, if you're doing a lot of one or two person cruising, you could be very glad you added it to your system as it's like adding another crew.

### RADAR FOR PLEASURECRAFT

Radar is another addition that can be worth the money in the right circumstances. It can be very beneficial to those boating in busy areas due to its assistance in collision avoidance. Sailboats are required by law to have a radar reflector, and power boats typically give a good reflection, meaning it will generally give you a good idea of who is around you. With features like MARPA (an intelligent target tracking feature) and guard zones (alarm will sound whenever the radar sees something within a certain range), a radar will allow you to make course corrections before it's too late. It also helps in finding navigation markers, and in tracking storms. With entry level

pricing not much over the \$1000 mark, you can get a lot of capability for those dollars. Raymarine's new HD Digital Radar provides target resolution not previously available on a dome radar, and the 18" or 24" footprint is perfect for the mid-size vessel.

### DEPTH METERS AND SONAR

Probably the most popular upgrade in a navigation system is sonar. A critical feature for those who want to venture off the beaten path; knowing there's more than 10' below the keel can give

Buying built-in is cheaper than adding a black-box sonar after-the-fact, but upgrading later means replacing the display. Still, it's usually worth it.

If you do want the newest sonar equipment, try out Raymarine's Downvision technology. It's built into the new Raymarine a78 MFD, and also available as a black box unit, the CP100. It creates an almost 3D-like picture of the bottom, and has been already used to find shipwrecks, plane wrecks, and some other interesting phenomenon.



➔ The smaller screen has a wide view of the chart for navigation while the larger screen is showing a split view with a close view of the chart on the left and a radar sweep to the right.

### STARTING A NETWORK ONBOARD

Choosing an electronics package that works for your boat comes down to an adage like this: spend what you need to get where you want to be. Look at the kind of boating you do, and find a combination that gives you the features you want and comes in at a price that fits your budget. What we like currently about modern marine

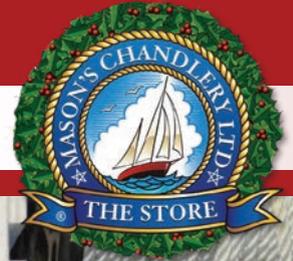
electronics is that we're on a fairly stable plateau in terms of technology. Older analog gear is gone, and newer digital equipment is here to stay. The equipment you buy today should be able to interface with newer, coming technology for the foreseeable future. Industry standards like NMEA2000 and the emerging OneNet Ethernet standard mean units will play together, and you'll be able to see almost any of the information on your system in any place you have a display. Networking means adding more is easy. Finally, marine electronics is friendly!

The most cost effective way to add a depth sounder is to purchase a unit with the capability built in. Our test boat has a Raymarine e7D for sonar, a 7" touchscreen unit that fully networks with the other MFD's, allowing its built-in sonar to be shared with them.

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The Raymarine gear installed on the Boston Whaler 285 worked seamlessly. Seeing a fully networked and truly integrated system operate was a pleasure, and it's something you yourself can build. All at once, or a piece at a time, your perfect system lies somewhere in the middle. ■

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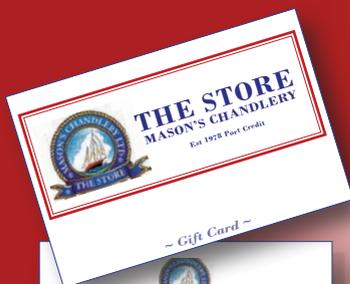
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# Prestige 550 FLYBRIDGE

By John Armstrong

**J**EANNEAU PRODUCES MANY DISTINCT LINES OF BOTH SAILING VESSELS AND POWER BOATS; PRESTIGE IS ONE OF THESE PEDIGREES.

The Prestige 550 Flybridge is a luxury high performance flybridge motor yacht with a magnificent French

design and decor and thanks to the buying power of the parent company, Prestige represents great value for your dollar.

The boat is very spacious and is available in a few different layout configurations. We felt the three stateroom plus crew cabin test boat was very well laid out. It has large windows both up and down, with a private entrance to the master stateroom back near the cockpit and galley. This stateroom uses the entire beam, giving a very "palatial look" to this functional and



👉 The salon with the galley located by the glass aft bulkhead is both convenient and stylish.

## SPECIFICATIONS

### Test boat engines:

twin 600 HP 8.3 L Cummins QSC diesel. ZF Zeus pod drives with integrated trim and joystick docking.

ENGINE RPM	SPEED MPH
Idle	
1000	7.7
1400	10.5
1800	12.9
2200	17.8
2600	22.8
2800	28.7
3030	35.0

CRUISING SPEED rpm / mph  
2800 / 28.7

### SPECIFICATIONS:

LENGTH	58' 9" / 17.92 m
BEAM	15' 8" / 4.79 m
WEIGHT DRY	39022 lbs / 17700 kg
FUEL CAPACITY	581 gals / 2,200 L
WATER CAPACITY	211 gals / 800 L
WASTE CAPACITY	46 gals / 175 L

PRICE: (base in US dollars) \$1,115,000

Test boat provided by and price quoted by:  
Prestige Yachts, [www.prestige-yachts.com](http://www.prestige-yachts.com)

practical owner's quarters. This design also provides for a spacious walk-in closet and larger en suite head, yet you also have a separate dressing room and a cozy breakfast nook.

The guest cabin is forward and this is deceptively large, plus being highly functional. This cabin is equipped with a queen berth that can be split into twins there is a second mid-ship guest cabin on the port side. Again, the berths can be two singles or a queen and both of these guest cabins share a dry head.

There is space for a washer/dryer under the companionway stairs leading to the two forward staterooms

An unexpected but excellent feature is the crew cabin that you enter from the cockpit. This has its own private shower, head and transom window. So, overall, the cabin accommodations are significant and highly accommodating.

The main deck is raised with a very comfortable sofa and a dining table to port that folds out to accommodate various entertaining options.

The galley is aft and also on the port side, and again French ingenuity has prevailed as it serves both the main cabin and the cockpit. The galley is equipped with a dishwasher, microwave, oven, refrigerator, deep freezer and sink. It is at main deck level and the chef has abundant sightlines to the horizon. Generous counter space and

a serving area make this an especially good galley layout.

Up the starboard side is another couch, storage spaces and the lower helm station, all of which can be open to the breezes thanks to the large sunroof. Both helms provide good visibility and are well laid out, with an optional docking station available in the cockpit on the starboard side.

The flying bridge is well suited for entertaining and enjoying the sun. A massive lounge area around the helm station has space for many people and the bridge is equipped with a beverage serving area with sink, grill and a small refrigerator.

The side decks are 21" wide and the rails are 35" high, making it very easy to walk safely around the vessel.

The engine compartment houses twin 600 HP 8.3 L Cummins QSC diesels using jackshafts to connect to the Zeus pod drives. By moving the engines forward the weight is distributed in a better manner improving the longitudinal center of gravity. Wide open throttle approaches a little better than 30 knots, while the boat has been designed to cruise in the mid-twenties. The Zeus auto trim system takes all the work out of balancing the vessel when underway, but you may revert to manual control of the tabs if so desired. The pods are housed in tunnels giving the boat a draft of only 3'10".



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- Piloting,
- Extended Cruising
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Gary decided to take CPS-ECP courses because he “wanted to have as much knowledge about boating and boating safety as possible when heading out on the waters of the Atlantic Ocean.”

CPS-ECP relies on people like Gary to pass on this knowledge gained through courses and experience. We help people with boats become “boaters”.



# LAGOON 39

By John Armstrong

## IT IS NO WONDER THAT ALMOST ALL THE CHARTER COMPANIES HAVE A FLEET OF MULTI HULLS.

For the length of this boat, and considering the price, the Lagoon 39's catamaran design delivers remarkable space.

More than that, much of the space is nicely divided into two sections, one in the starboard hull, the other in the port hull so two couples can enjoy real privacy of a sort that even much larger mono hull boats have trouble delivering.

In particular, the Lagoon 39 has a private head and shower in each hull, making good use of the forward areas while keeping the more beamy mid-sections and aft area for dressing and sleeping accommodations.

Each hull is a private stateroom with full rectangular queen sized berth for "at home" sleeping comfort. Deck hatches and port holes keep things fresh and cool. Throughout the interior, the finish of Lagoon 39 features Grey alpi oak vertical grain cabinetry and laminated Milano oak floor. It is light coloured and very contemporary looking below.

Topsides, the catamaran design delivers abundant flat deck space for moving about, relaxing or tanning. You'd even have plenty of room for your

morning pilates session!

The Lagoon 39 is available in four different layout options, thus meeting all of the requirements of its prospective buyers; couples, families or charter operators. On our test boat, the saloon was a highlight offering 6'6" height and impressive space. The galley is on the port side with double sinks, stove top and oven as well. A good sized refrigerator adds to cruising enjoyment and the galley is at deck level with lots of glass for views all around.

There is an interior navigation station forward of the galley. This navigation station includes a chart table and mounting space to accommodate all of the required electronics to permitting sailing from inside with the use of an autopilot for inclement weather situations.

The saloon is under a full coach roof yet the interior is bright thanks to the large vertical windows. Everyone gets a panoramic view even when seated at the five-person dinette. While the accommodations are most impressive, it performs well too.

Lagoon was founded in 1984 and is now part of CNB, a division of the Beneteau Group. Lagoon has always been on the cutting edge with new models and has once again come up with what I consider an outstanding cruising cat.

## SPECIFICATIONS

Length waterline . . . . .	37'10" / 11.53 m
Beam overall . . . . .	.22'3" / 6.79 m
Most height over water . . . . .	60'4" / 18.40 m
Draft . . . . .	4'1" / 1.27 m
Displacement Dry . . . . .	24,674 lbs / 11.19 t
Full batten main . . . . .	409sq.ft. / 38 m <sup>2</sup>
Square top mainsail (opt.) . . . . .	473sq.ft. / 44 m <sup>2</sup>
Self tacking furling genoa . . . . .	344sq.ft. / 32 m <sup>2</sup>
Water . . . . .	.79 gals / 300 L
Fuel . . . . .	2 x 53 gals / 2 x 200 L
Standard engine size . . . . .	.2 x 21 HP
Base Price Base . . . . .	\$400,000 US Dollars
Boat and price supplied by Lagoon America, Annapolis, MD.	

The new 39 has a number of innovative changes from its predecessor the Lagoon 38; one of the main changes is the rig which has been moved aft, reducing the size of the mainsail and increasing the size of the genoa making the boat easier to handle by allowing for a self tacking jib, as well as allowing all the halyards and sheets to be accessible from the helm station. The way the mast is supported is by a large structural grid in the bridgedeck with a fiberglass girder running from the aft to forward main bulkhead and secured with lateral stringers to both sides of the hull.

It has an integral cockpit hardtop that blends into the line of the cabin top. The plumb bows give it a new look while extending the waterlines and thus increasing the performance.

The cockpit is large, very comfortable and uncluttered with a simple ▶



↶ Spacious, comfortable and safe cockpit. ↷ Well designed, spacious and comfortable salon and galley.



transition to the saloon. There is ample seating and the ergonomics of the interior make it a pleasure to entertain and enjoy your dining.

I had the pleasure of sailing this new Lagoon after the Miami Boat Show last February. The weather at the time was 25C, winds were 15-20 knots and the seas were 8-10'. We sailed out of Government Cut set the sails and headed North East. The boat was fast and ran

the better part of 7 knots to windward. I felt the Lagoon 39 was very responsive while I was at the helm and came about like a true thoroughbred. We stayed dry and encountered very little rolling. It was determined that 50 degrees off the true wind is the penultimate for performance, off the wind I noted 8 knots on my GPS, and again, was a dream and very simple to manage. I tacked a number of times and with the helm layout and self tacking

jib, it was effortless.

We returned to the Marina under power, cruising at 7 knots and with the twin screws it was very easy to put it back on the dock.

A lot of thought and innovation went into the design of the Lagoon 39, the end result being a cruising cat that is very comfortable, easy to sail, and comes in at a price point that makes it very affordable. ■

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Reliance 44	2 FROM	\$49,900	C&C 35 MKIII	1988	\$59,900
Beneteau Oceanis 44	1991	\$99,000	Bianca 35	1989	\$64,900
Sabre 42	1987	\$129,900	C&C 34	4 FROM	\$29,900
Yankee Clipper	1977	\$119,900	J 34	1985	\$29,500
Colvin Gazelle	1985	\$19,900	J 100	2 FROM	\$85,000
Beneteau 423	2004	\$164,900	San Juan 34	1980	\$18,000
C&C 41	2 FROM	\$55,000	Mirage 33	1981	\$32,900
Hughes Aura 40	1984	\$119,900	Hunter 33 Cherubini	1981	\$23,900
Hunter Legend 40	1989	\$79,000	C&C 33 MK II	1985	\$34,900
Hughes 40 CC	1981	\$75,000	C&C 33 Sloop	1976	\$28,900
C&C 37/40R	1990	\$55,900	CS 33	4 FROM	\$34,500
Beneteau First Class 12	1987	\$49,500	Mirage 32	1989	\$24,900
Starflight 38 by Jim Taylor	1988	\$59,900	Westerly Pentland 32	1978	\$25,000
O'Day 37	1982	\$33,900	Union 32	1986	\$37,500
Hughes Columbia 36 CC	1982	\$44,900	Ontario 32	1978	\$24,900
Roberts Ketch PH 36	1982	\$42,000	C&C 32	1982	\$38,900
CS 36 Traditional	4 FROM	\$54,900	Bayfield 32	1980	\$29,000
CS 36 Merlin	2 FROM	\$69,900	Tanzer 31	1986	\$34,900
Mirage 35	1986	\$44,900	Hughes 31	1981	\$24,900
Niagara 35	1979	\$59,800	Ticon 30	2 FROM	\$21,900
Goderich 35	2002	\$139,000	Mirage 30	1984/5	\$34,900
Express 35	1987	\$39,900	CS 30	1985	\$33,000
Hunter Legend 35	1992	\$49,900	Hughes Columbia 8.7	2 FROM	\$19,900
O'Day 35	1988	\$29,900	CS 27	6 FROM	\$9,900



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 2 x 1450 hp Detroit 16V-92 TA Diesels  
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PF4143 28' Bayliner - 330 hp Mercury 7.4 L	\$49,000
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PF3866 1978 28' Luhrs - Chrysler CM6 55/CM6 55TI Diesel	\$22,500
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PF4071 1982 31' Tung Hwa - 126 hp Volvo TMD40A Diesel	\$49,000
PF4184 2006 32' Pro Line - 2 x 225 hp Honda Outboards	\$129,000
PF3933 1977 32' Trojan - 2 x 250 hp Chrysler Gas	\$32,750
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PF4169 1982 36' Uniflite - 2 x 225 hp 8.2 Detroit Diesel	\$44,500
PF3934 1980 37' Uniflite - 2 x 130 hp Volvo TMD 4OD Diesels	\$61,000
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PF4125 1981 44' C & L Marine Corp. - 2 x Volvo 41B Turbo Diesels	\$129,000
PF3809 1987 48' Hi-Star - 2 x 375 hp CAT 3208 Diesel	\$169,000

NF3361 1974 52' Westport Shipyard Inc - Volvo MD 120A	\$99,000
PF4059 1972 53' Hatteras - 2 x 350 hp Detroit 8-71 Diesels	\$149,000

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PA4119 2004 27' Dixon / Thompson Bros. - Volvo D4 Diesel	\$129,000
PA3885 2007 27' Northwest Aluminum Craft Inc. - 310 hp Volvo D6 Dsl	\$150,000
PA4016 2005 27' Lifetimer Boats - 200 hp Mercury Verado O/B	\$119,000
PA3574 2007 32' North River Boats - 2 x 250 HP Yamaha Outboards	\$177,500
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PW4121 1945 40' - 120 hp 4-71 Detroit Diesel	\$39,000
PW1370 1948 40' Wes and Norm Anderson - 43 hp CAT Diesel	\$120,000
PW4074 1957 42' Monk - 2 x 260 hp Crusaders 350 CID Gas	\$37,000
PW4150 1933 48' Herbert Gann - 4-71 GM Diesel	\$42,500
PW4173 1927 60' Kishi Bros - 185 hp Volvo Diesel	\$25,000
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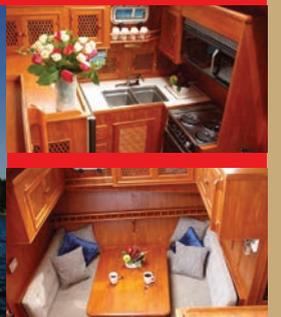


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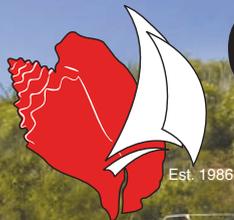
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**Sturt Island:** Luxurious living in an amazing setting! **85.6 acre private island** in **Surge Narrows, Discovery Islands**. **Self-sufficient**, magnificent main residence, expansive decks. Separate guest cottages, outbuildings, gardens, **60ft dock**. **\$5,400,000**



**Round Island:** Create your Island escape in the **Southern Gulf Islands**. **7.5-acre private island**, undeveloped, unspoiled natural beauty, mix of indigenous coastal trees and vegetation. Diverse shoreline - walk-on beachfront, unusual rock formations. **\$437,750**



**Tahsis Oceanfront Acreage:** Substantial **186 acres** with **5300ft** of shoreline on **West Vancouver Island**. Power service, road, **full mechanical shop**, new **40ft** trailer with underground services. Fuel tanks on-site. Amazing property with lots of opportunities! **\$895,000**



**Winter Harbour Cabin:** Historic **oceanfront home** in a premier fishing destination on Vancouver Island's north-west coast. 2bedrooms with loft, deck overlooking tranquil **Winter Harbour**, near the Government Dock, fully serviced. Road access. **\$199,500**



**Kleeptee Creek, Muchalat Inlet:** **Vancouver Island** wilderness acreage with river mouth in an amazing outdoor west coast region! **478 oceanfront and riverfront acres, 2 titles**. Accessed by forest service road from **Gold River** or by boat. **\$415,000**



**Quatsino Sound Oceanfront Acreages:** Excellent fishing and recreation here! **106 acres** in two titles with **1300+ft** low-bank oceanfront, small creek through the property, forest service road access. Zoning permits subdivision. **NW Vancouver Island**. **\$259,000**



**Hardy Island, Sunshine Coast:** **Jervis Inlet**. Fabulous coastal retreat, **11.3 oceanfront acres, 1600ft** low-bank frontage. Beautifully crafted **1100sqft** home, primarily yellow cedar, fully furnished. Substantial deck, pier and dock. **\$1,125,000**



**Telegraph Cove Oceanfront Home:** Luxurious **5-bedroom oceanfront residence**, expansive gourmet kitchen, wonderful detailing through-out. Panoramic ocean and coastal views, expansive deck, private bay. Detached shop with over height doors. **\$998,500**



**Prime Oceanfront Resort:** **Development potential** in **Alder Bay, NE Vancouver Island**. Approx **30 acres**, RV park and marine resort with mixed use zoning providing. **105 sites**, boat launch and marina facility. Asset sale, share purchase option. **\$1,900,000**



**Shewell Island:** **164 acre** undeveloped **private island** in **Knight Inlet**. Fully forested, some mature growth. Diverse shoreline from bays to bluffs, varied topography. Located close to **Vancouver Island** and **Broughton Archipelago**. **\$950,000**



**Sonora Island Oceanfront:** This one has it all! Sheltered location, southern exposure, water licenses for domestic water and power generation. **3 acres, 400ft** low-bank oceanfront. 4 dwellings, moorage, gardens, beautiful setting, great views. **\$439,000**



**BC Mainland Oceanfront:** **Bute Inlet. 17 pristine oceanfront acres** near the northern end of the **Strait of Georgia**. Nicely treed with **2500ft** of spectacular shoreline, southern exposure and seasonal creeks. Incredible views and outdoor adventure! **\$800,000**

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- 99 acres
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### Rupert Inlet, Section 16: \$450,000

- 60.9 acres
- 3 separate acreages within the Waukwaas Creek estuary



### Quatsino Sound, Sec 26: \$249,999

- 38 acres
- 426.7m / 1400ft low-bank oceanfront
- Estimated 9,000 cubic metres of mature timber



### Quatsino Sound, Sec 10: \$222,999

- 105 acres
- approx. 487.8m/1600ft of the Kloochoimmis River
- 701m / 2300ft of estuary and oceanfront



### Alice Lake, DL202: \$1,450,000

- 220 acres
- Approximately 1219m / 4000ft of shoreline on Alice Lake
- 17 lakefront titles ranging in size from 4 to 6.67 hectares



### Muchalat Channel: \$415,000

- 478 acres
- Encompasses Kleeptee Creek
- Substantial estuary and ocean frontage on Muchalat inlet

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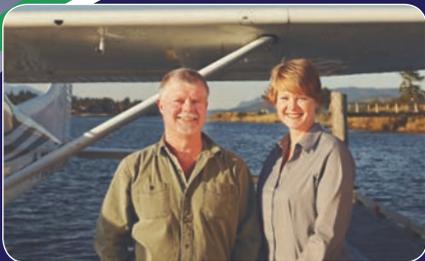
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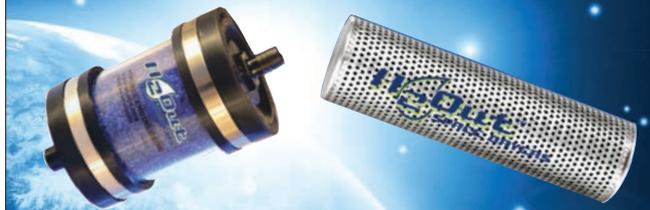
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→ Here's all of the paperwork from my licence process!



# TALES from TWO CITIES

## LICENSED TO THRILL

By John Morris

### TORONTO

**Monday:** Look everywhere for my Harbour Permit. It's gone. What to do?

**Tuesday:** Call the number listed online and reach the very helpful desk of Michael Riehl, Deputy Harbour Master. He checks my record and (true confessions) my harbour licence lapsed nine years ago! I need to do a re-test and should get the Safe Boating Guide and the Toronto Port Authority Practices and Procedures. They are free from the THC—just pick them up.

I was concerned about dropping by the THC building. I know that it's a historic building at the foot of Bay Street that now houses a Tony steak house and is entirely surrounded by the construction that is Toronto's downtown condo boom, the Air Canada Centre and countless Gardiner Expressway projects. But no—it's a piece of cake and, as Michael told me he would, the valet at the door of the steakhouse lets me park for free while I run in and pick up the requisite forms and literature.

**Wednesday:** Armed with all my paperwork, I call again; Michael books my test for 1000 hours on Thursday.

**Thursday:** I'm at the classroom in a trailer at the Outer Harbour. John, a knowledgeable and easygoing instructor, walks two of us through the

key safety and navigational rules. A great review—I am already getting my money's worth.

By noon, I've passed the test (handily—I'm proud) and have my new temporary licence. But where does the money go? Toronto is one of the few jurisdictions with harbour permit requirements. Why do they insist on it?

**Friday:** This question persists so I call Michael and he cheerily explains that the costs of maintaining the harbour are huge and the permit fees help. The Toronto Harbour Authority maintains a hotline where boaters can report sightings in the harbour. Every year, there's endless debris and spills in the area—450 tonnes of wood are removed from the mouth of the Humber, for example.

After our conversation, I feel a little guilty about my slackness, but shortly, I will receive my plastic harbour permit card and happily carry it.

### SAN FRANCISCO

Despite its amazing boats and beautiful setting, AC34 had largely been written off as a dullsville over the course of its never-ending, low participation build up.

Like many of you, I tuned in to the finals out of duty and for a bit found the match racing watchable if not riveting. 40 knots down wind, amazingly athletic hamster guys grinding and sprinting across the tramps and intense helmsmen in full screen close ups. The onboard action and Jobson narrated electronic overviews created

nice images, but they could have been racing folkboats and accomplished much the same thing; for the first 10 races NZ was just faster and Oracle seemed clueless.

Again like a lot of us, I tuned in to watch the ninth win by NZ and you know the rest—that ninth victory never came. Oracle USA got faster, Emirates NZ seemed to take over the bafflement. USA wins in the very last race.

This was great sports drama—perhaps the greatest comeback story since Rocky Balboa climbed those steps in Philadelphia. I was delighted to see the network news coverage and on the day after the last race, Oracle was right there on the front page of The Globe!!! A sailing breakthrough. Not since Derek Hatfield rounded Tierra del Fuego has sailing had much prominence in the non-sailing media. Not even in the Olympics.

So was AC 34 a success? Sure thing. In the end it was fun and made some waves. Nothing wrong with that.

### AND IN QUEBEC...

We have heard that under proposed new Culture regulations, prominent boating jewellery and identifiable headwear will no longer be allowed in public sector jobs. According to the guideline sketches published, certain smaller icons such as stud anchor earrings will be permitted but larger items such as a larger gold ship's wheel pendant will not. As for headwear, sou'westers and captain's hats will no longer be allowed. ■



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