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Vantage Point

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 need to ask you.

To help guide our editorial choices, we plan to create a short and simple, anonymous survey and put it on our website. It will only be a few questions and you can fill it at your leisure any time day or night, any time you go online.

We would like to know if you own a boat and what kind of boat you own. Perhaps you own more than one boat. We would like to know that. Do you have a powerboat, or are you a sailor? Or perhaps you have one of each.

Do you have a live aboard boat, or one that could travel on a trailer? Do you actually travel in your boat to overnight destinations? Do you ever go fishing? Do you do some of your own repair and maintenance?

What are your favourite parts of the magazine?

Are they the Destination features? We hope that people will be interested in the locations being covered but in the coming months, we are planning to be a bit more "local" in our approach. There will still be some exotic, or aspirational-type destinations but we are putting the emphasis on local destinations that are easily accessible to most of our readers.

We are interested in your interests in boating. We are not asking your income, education and that sort of thing. It's about boats.

We also plan to put this survey out in our monthly electronic newsletter called "Onboard". Are you receiving this newsletter now?

Some of our readers do, but I know a fair number do not. Onboard is a more timely way to get information out about stories that we hope will be of interest to our readers, events that are taking place, government activities that may have an impact on your boating plans as well as stories of general interest.

If you don't already receive Onboard, it's free and it only takes a moment to subscribe by emailing elissacampbell@kerrwil.com and indicate whether you prefer to receive the *West, East or Atlantic version* of the newsletter.

The new Canadian Yachting website has recently been launched and as you continue to use it you will notice some changes. If you are currently a Canadian Yachting subscriber, either on an individual basis or through the Canadian Power and Sail Squadrons you get free access to all website content. The reason that it is no longer open access for everyone is that all of our issues are up in digital form and those are the magazines that subscribers have already paid for. Therefore, subscribers have free, open access—others do not.

In order to set up a new subscription or manage your existing subscription please visit our home page to log in: www.CanadianYachting.ca. *To log in for the first time please have a copy of CY handy so that you can reference your subscription ID number. If you have any questions about the new process please email us at info@CanadianYachting.ca.*

So, please visit the www.CanadianYachting.ca website and share your vantage point with us today!

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

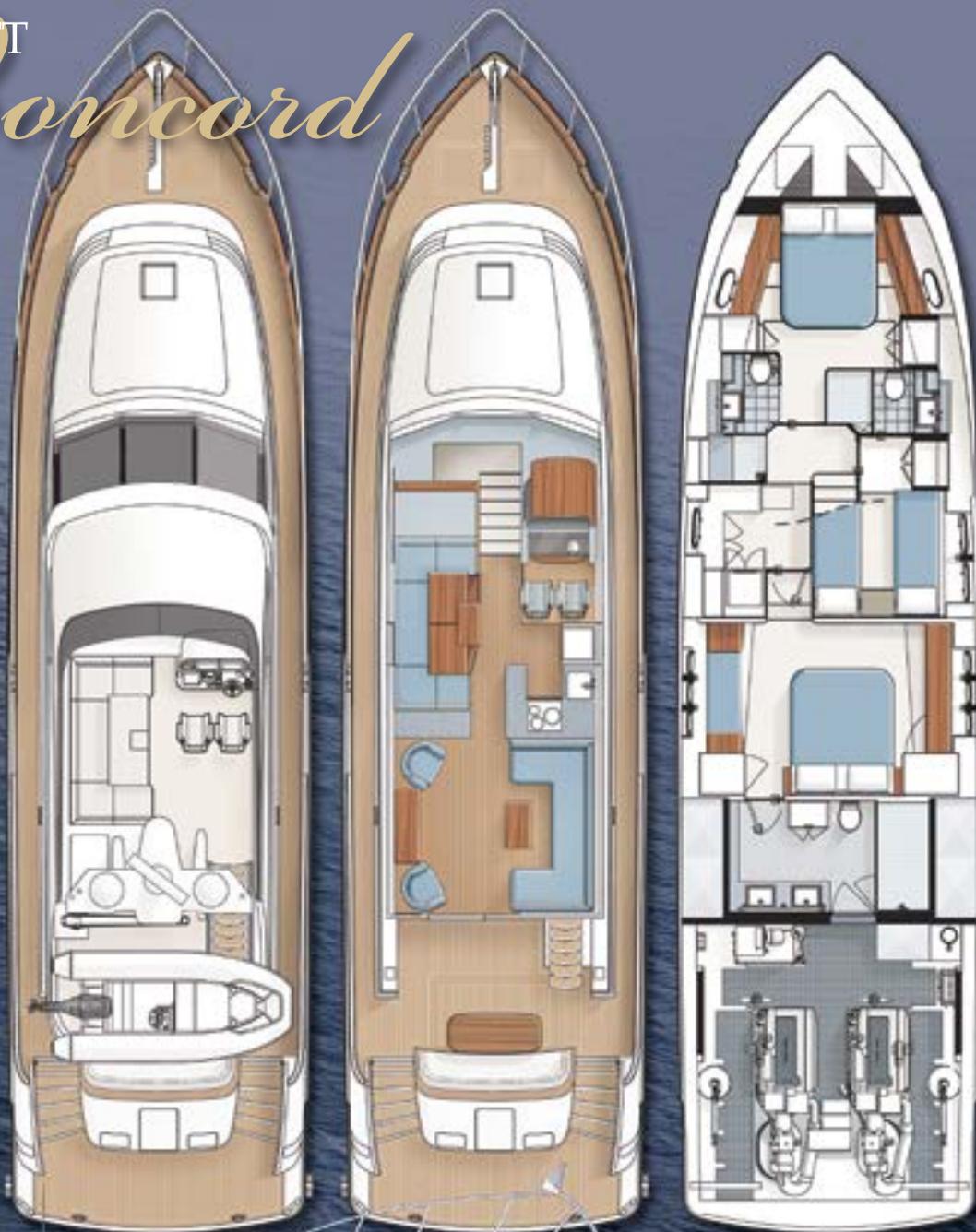
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There is one small beach bar on this amazing stretch of fine white sand, and the water gleams in every shade of blue, turquoise, and emerald. We can see the breakers crashing on the reef hundreds of metres off shore, but inside the reef where we are standing, the water is calm—a lagoon.



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On the Cover: SV Distant Shores II is Sheryl and Paul Shard's shoal-draft boat, seen here beached in the Caribbean. Explore our October "Waypoints" edition of Canadian Yachting and plan your own trip...or watch the Distant Shores sailing adventure TV series on WealthTV in the USA and Caribbean. Don't get the channel? These shows are now available online for HD digital download or order through their Online Store. www.distantshores.ca
Photo by Sheryl Shard

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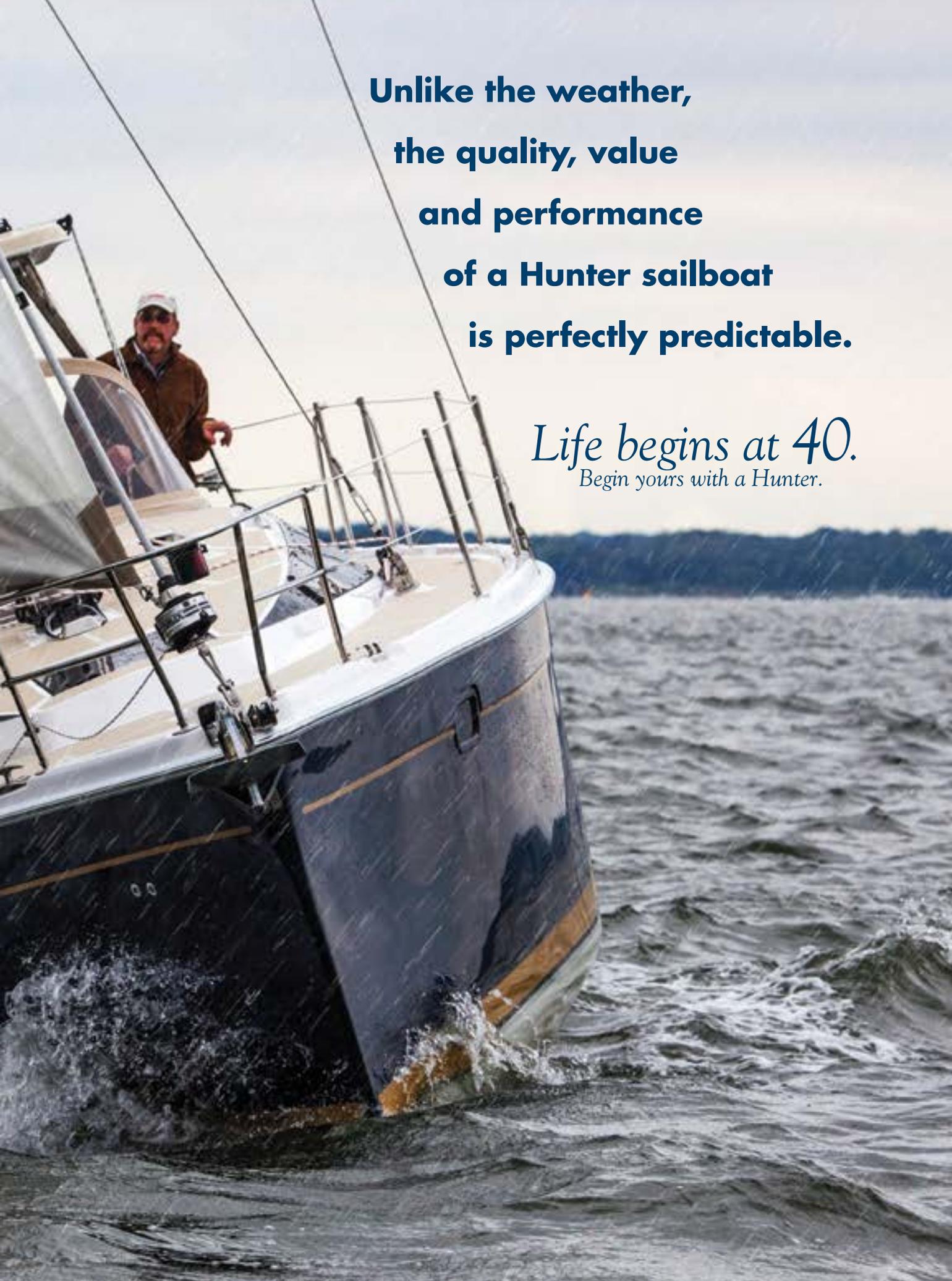
H40



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GEORGIA REGATTA

THE GEORGIAN BAY REGATTA

kicked off its annual week of daily racing on Georgian Bay at the Georgian Yacht Club in Owen Sound on Sunday July 28th. After the official registration at the club the participants all attended the Welcome Dinner at the Owen Sound Legion.

The initial race on Monday started out with light winds and some light rain. As we reached the mouth of Owen Sound the winds built to about 10 knots and the reach to White Cloud Island took about 3 more hours and anchored in Little Port Elgin Bay for the annual Rafting Party.

Tuesday was another slow start in light winds heading north. As we rounded Cape Croker the winds dropped off to almost nothing for about two hours. Passing Barrier Island the wind built from the north to 10 knots and a great finish off Lions Head Point.

The Wednesday race was a great combination of sailing strategies. The winds were light for most of the day. Leaving Lions Head the fleet needed to decide how to go around Jackson Shoal on way to Surprise Shoal, then turn south to the finish line in Hope Bay. Several rafting parties were formed that lasted into the evening.

Thursday saw the longest of the distance races from Hope Bay, around Cape Croker and south into Colpoys Bay to a finish at Wiarton Harbour. A great use of various racing skills with a steady 10 to 15 knot west wind for most of the race.

Friday was our Course Races day. The morning race was shortened event from Wiarton to the north side of White Cloud Island due to the light winds. The afternoon race was much more exiting circling Hay Island. Starting with a light 5 knot breeze the race finished in a heavy rain and 15 to 18 knot winds as we all crossed the finish line around

VOLVO PENTA INTRODUCES NEW 430 HP GASOLINE ENGINE MODEL

CANADIAN YACHTING MAGAZINE

travelled to Sweden last month for a preview of the new Volvo Penta products.

The company has now announced their new V8 gasoline engine for the leisure marine market. This new V8-430 is a high-performance engine based on the award-winning V8-380 design launched by Volvo Penta last year.

"The new generation of V8 engines from Volvo Penta is the result of intense development work and represents a real technological leap forward in the field of gasoline sterndrive engines for marine use," said Ron Huibers, President, Volvo Penta of the Americas. "The V8-430 is based on the same base engine as the V8-380, but includes a number of modifications inside the engine which enables increased power output."

The new, powerful 430 hp engine package delivers the highest performance yet, with industry leading horsepower to weight ratio and up to 20% improved fuel efficiency. Equipped standard with catalytic converters, it meets U.S. Environmental Protection Agency requirements—by a broad margin.

The V8-430 features Variable Valve Timing (VVT) technology, which optimizes torque at low RPMs while maximizing performance at high RPMs, resulting in faster acceleration, increased top speed and smoother, better response in the mid-range. All Volvo Penta gasoline engines come with industry leading "2+3" warranty coverage that gives customers 5 years of factory protection.

The engine and exhaust system are freshwater cooled, as standard.

The V8-430 has protected aluminum exhaust systems to lower the weight, and its exhaust flow has been optimized to achieve the highest possible levels of performance. On top of all additional performance improvements and updates, the engines are—like all Volvo Penta gasoline engines—fully integrated with the Volvo Penta Electronic Vessel Control platform, which comes standard on the V8-430. Standard EVC features include: Trip Computer, Cruise Control and Power Trim Assistant (additional options also available).

During the 2013 Toronto International Boat Show, Canadian Yachting magazine interviewed Canadian Ron Huibers who had just



TOP: DYLAN HENRY



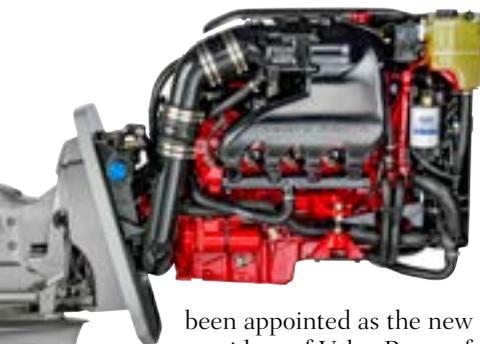
AN BAY A 2013

1500 hours. As the skies cleared and the winds dropped we anchored in Little Port Elgin Bay for the night.

The final race of the regatta on Saturday started at the southwest corner of White Cloud Island and headed out across the the mouth of Owen Sound. Staying clear of the Tank Range we headed into Meaford.

The Georgian Bay Regatta concluded on Saturday evening with the Annual General Meeting of the Georgian Bay Sailing Association and the Awards Dinner in Meaford Harbour.

Another successful GBR enjoyed by everyone!! ■



been appointed as the new president of Volvo Penta of the Americas and he hinted at the coming V8 430 model during the discussion. See the video at: <http://www.youtube.com/watch?v=MevGbj0MBB4>

The new V8-430 has a crankshaft output of 430 hp at 5800 RPM from this VVT equipped V8 featuring multi-port injection system, freshwater cooling and a 6.0 liter displacement. The Volvo Penta V8 430 meets emissions requirements for U.S. EPA, CARB, EU RCD. For information, visit: www.volvopenta.com. ■

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SPIRIT OF TRADITION

AN OLD BLUENOSE 24 IS GIVEN NEW LIFE



THE PROSPECTIVE NEW OWNER

of the old Bluenose 24 had two objectives to satisfy in the hunt for his new yacht; the boat had to be a beautiful classic AND it would serve as an ornament to be anchored in front of his Muskoka cottage. Stuart Cottrelle came to Gordon Laco, a friend, sailor and outfitter of classic yachts supplier of traditional marine gear, with an idea. Cottrelle was attracted by the beauty and performance characteristics of Meter Class yachts and others such as the Dragon class, but he hesitated to become responsible for a wooden vessel. After much discussion and casting about it was resolved that a glass hulled yacht, which was a good candidate for a spirit of tradition refit, would be the right choice. "Spirit of tradition" is a term that has gained currency in the yachting world; it well describes boats exhibiting the grace of classics, but which incorporate modern materials. Many new vessels are being built that fit this descriptive title while many more are undergoing the transformation it describes.

A solid Bluenose 24, built by McVey Yachts in Mahone Bay, Nova Scotia, likely in the early 1970's was found by Terry Johnson of Hamer Bay Marine, and its purchase was settled. The Bluenose is a One-Design class of sailing yacht that was conceived by William Roué in 1946 (the same Roué who designed the famous iconic Bluenose that we see on our dimes, and whose successor is just out of her own comprehensive refit). Today, fleets of them still

race in Nova Scotia. A recent regatta in Chester saw thirty-two boats jousting at the starting line. McVey built a version of these boats which, while basically faithful to Roué's design, featured the addition of a small cuddy cabin and a self-bailing cockpit. The plug for McVey's version was taken from B 71, SKYLARK, a successful wooden Bluenose racing in the Nova Scotia fleet.

The boat was attractive to Stuart and Gordon because, although smaller, she had the look of a Dragon class yacht. With her well-built glass hull she was good raw material they could work with. These boats are inexpensive and plentiful in Ontario. The Bluenose was brought to Charles Wenneker of Wenneker Woodworks in Midland Ontario for the purpose of transforming her into a classic yacht. In her earlier life she had been somebody's nice, quiet cottage boat and was tired and worn from decades of service.

A detailed job list was developed. It was decided to keep the McVey deck and cockpit, but a new mast and boom of sitka spruce would be designed and built for her—long tapering spars being one of the signature hallmarks of beauty which the project sought. Her scarred decks and topsides were given an Epifanes two part polyurethane paint job by the roll and tip method, giving her a new rich colour complete with an impressive gold leaf cove stripe. All of the original mahogany and teak in the vessel was replaced with new wood carefully selected for quality, colour and

grain. Extra care and was put into the yacht's fittings which included new ash shelled blocks and bronze cleats and chocks made in England by Davey from the same patterns that company has been building fittings from since 1885. The yacht's running rigging comes from Langman of Holland and is made of polyester made to the look and feel of high quality hemp being braided in the 1940's for performance yachts.

Charles' work on this Bluenose is not an aberration from his usual woodworking. He told us that over the past several years his woodworking shop, that was originally centred largely around fine furniture, elaborate architectural doors and windows, and sometimes kitchen cabinetry, has evolved gradually into being almost exclusively woodworking on boats. Charles told us of his woodworking education years ago in Holland which unfolded over four years, learning all of the different aspects of wood and its characteristic and applications in a detailed way so that today he applies this knowledge in beautiful practical ways. He has a thorough knowledge of the natural attributes and behaviours of different wood species. Laco's consulting and distribution business has been involved in a number of classic yachts, both new builds and refits, including of the famous S&S yawl DORADE, the P Boat BERNICE, among numerous other historic sailing ships and classic yachts. He says "I like making traditional sailing yachts perform to their potential without compromising authenticity".

The completed yacht was picked up by her new owner and launched at Hamer Bay Marine on Lake Joseph this past July. The stepping of the mast and the rigging went well as did the placement of the last fittings—they held that off till the stick was up in order to ensure correct alignments and fair runs of the various lines.

According to the proud Laco, "We sailed the boat to her owner's island property in light air—she behaved well and I reckon will be a successful yacht."

Information about the class association can be found here: <http://www.nsbluenoseclass.com>

Wenneker Woodworks:
www.WennekerWoodworks.com

Hardware and rigging used in this refit may be seen at www.nvmaritime.org/chandlery. ■



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Read about Anegada and our visit to the Bitter End Yacht Club!



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Alluring Anegada

HIGHLIGHTS OF A RECENT CHARTER TO ANEGADA IN
THE BEAUTIFUL BRITISH VIRGIN ISLANDS

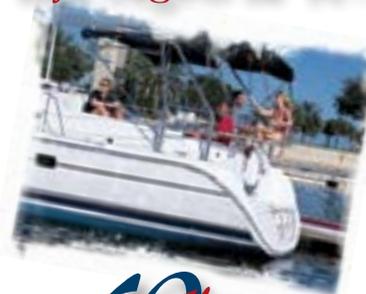
Story and photos by Shaun Clare

SHAUN CLARE AND HIS WIFE ANNE ARE MEMBERS OF THE BRITANNIA-RIDEAU SQUADRON. IN APRIL 2012 THEY CHARTERED LA BELLA VITA, A 42-FOOT ROBERTSON AND CAINE LEOPARD CATAMARAN, AND TOURED THE US AND BRITISH VIRGIN ISLANDS. While Anegada is off limits for many charterers, some charter companies may allow their boats to be taken there if the charterer can demonstrate sufficient navigation and sailing experience. Shaun and Anne were required to submit a sailing resumé, which included a transcript

of their successfully completed CPS courses. The charter company was confident in their skills and abilities, and they were subsequently approved to go “off the beaten path” and sail to stunning Anegada.

“I see it!” Anne calls out from the bow of our catamaran, upon sighting the channel entry buoy as we approach the low-lying and nearly invisible island of Anegada in the British Virgin Islands. After a gorgeous 12 nautical mile sail from Virgin Gorda, she has spotted the first of several markers that will guide us through a narrow channel leading to the safe waters of a small harbour ▶

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↑ Anegada is such a low-lying island that it didn't appear on the horizon until we were almost upon it. ➤ We enjoyed a wonderful lobster dinner right on the beach at the Anegada Reef Hotel. ↓ Sunrise over Setting Point from the harbour.



nestled between Pomato Point to the West, and Setting Point to the East. This entrance, we have read, demands attention, as it is a very thin cut through the reef that surrounds a large portion of the island—a reef that has claimed hundreds of vessels to date.

At over 29 kilometers in length, Anegada's Horseshoe Reef is the fourth largest barrier reef in the world. It begins near the westernmost point of the island, and follows along almost the entire coastline, extending several more miles from the northeast shore

In snaking curves towards Virgin Gorda, the vast majority of fish and lobster served in the BVI are caught in or near this reef.

With sails down and now under power, we focus to stay in the center of the channel and slowly make our way into the harbour. The very moment we round the edge of the reef and the harbour opens before us, we notice a monohull sailboat untying and backing off a mooring ball. We give them plenty of leeway and then fall in behind them, attaching La Bella Vita to the same ball. We will be here for two days, and are thrilled that now we won't need to concern ourselves with the anchor potentially dragging.

Within minutes we're off in our dinghy heading toward one of three small docks in the harbour. Our first goal is to meet some of the locals and

find out more about Anegada, and we soon discover there are only a few small family-run "hotels" on the island, all of them located along the very stretch of beach we are moored next to. Each one has a beach bar, so we decided perhaps a "beach bar crawl" is in order. We make our way along the glorious stretch of white sand, encountering perhaps only 8 or 10 other charterers as we go. The excitement is infectious—I think we all realize just how lucky we are to have this beautiful island virtually to ourselves.

We discover one of the establishments—the Anegada Reef Hotel—offers fresh Caribbean lobster (caught to order), so we book a



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Another virtually deserted beach with cows relaxing in the shade of a palapa.

beach-side table for the next night where we will dine and celebrate Anne's birthday. After spending the afternoon exploring the various establishments, we decide to head back to the boat, watch the sun set and then fire up the charcoal barbecue conveniently mounted at the stern of our yacht. How do you beat a char-grilled dinner and a nice glass of wine on a gorgeous catamaran in the perfect locale? We can't think of a way.

Soon after, we're off to bed - with so much more of this paradise to explore tomorrow, we have to rest up!

Anagada is one of only three coral and limestone islands in the BVI (the rest of her sister islands are volcanic in origin). Saba Rock in the North Sound of Virgin Gorda is one, and Sandy Spit, an idyllic, uninhabited "Corona commercial" island southeast of Jost Van Dyke, consisting only of white sand and exactly four palm trees, is the other.

Anagada is virtually flat, with the highest point a mere 28 feet above sea level. Salt ponds are a dominant feature, as is a growing flock of resident flamingos. At nearly 40 square kilometers, it is second in size only to the BVI's Tortola—yet there are only about 200 people living here. This means, for the time being at least, this treasure of an island is virtually untouched—a Caribbean postcard from the past.

I'm awakened by the smell of coffee, and head up to the galley to fill a cup before heading out to the cockpit to enjoy the early warmth of the sun and the incredible view. There are perhaps 15 boats in the harbour, which might seem congested until one realizes that this is the only protected bay on Anagada—this is a big island to share with such a small number of other visitors.

As soon as possible we are off in the dinghy again, this time to see if we

can find a place to rent a car for the day so we can check out the rest of the island. We speak to the owner of the Anagada Reef Hotel, and he tells us to take a short walk down the beach—at Setting Point there is a place that rents Mopeds and Jeeps. When we arrive we are told they are "sold out" for the day. We explain our plans, and the owner offers her own car for us to use. We sign a one-page moped(!) contract, and she hands us the keys. On our way out she asks that when we return the car, to just leave the keys on the driver's seat along with the amount of money we think we spent in gas. We are quickly realizing that Anagada is unlike any other place we've ever visited.

With only a small map from our sailing guide to get us around, we start down a two-lane sand road that circles the island, and look for some of the spectacular beaches we have read about. In almost no

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time we come across our first stretch of beach—untouched except for a single palapa and a small wooden fence. In the shade of the palapa are four cows, and off in the distance is an anchored catamaran—otherwise the beach is deserted. The picture I take of this scene is one of my all-time favourites.

We continue on our way, and before long come across Cow Wreck Beach (which we think would have been a perfect name for the previous spot). There is one small beach bar on this amazing stretch of fine white sand, and the water gleams in every shade of blue, turquoise, and emerald. We can see the breakers crashing on the reef hundreds of meters off shore, but inside the reef where we are standing, the water is calm—like a lagoon. The beach stretches as far as we can see in either direction. We realize that, besides the person in the bar, we are the only people here! We buy a couple of cold beers and sit close by the bar in the shade of a large palm tree. The bartender explains that the bar runs on the honour system. Visitors mix their own drinks and can stay as long as they like, and when they leave, they just put some money in the cash jar that sits on the fridge. We learn that this is typical



restaurants, a pub, the post office, a variety store and a police station.

After a browse through the store, eclectically “specializing in perfume, fishing equipment, jewellery and boating accessories”, we decide to head back, drop off the car and get ready for Anne’s beachside birthday feast.

That night we enjoy an incredible candlelit meal, under the brightest stars you can imagine (Anegada has almost

no lights to compete with the view), and then retire to La Bella Vita for a nightcap and a great night’s sleep.

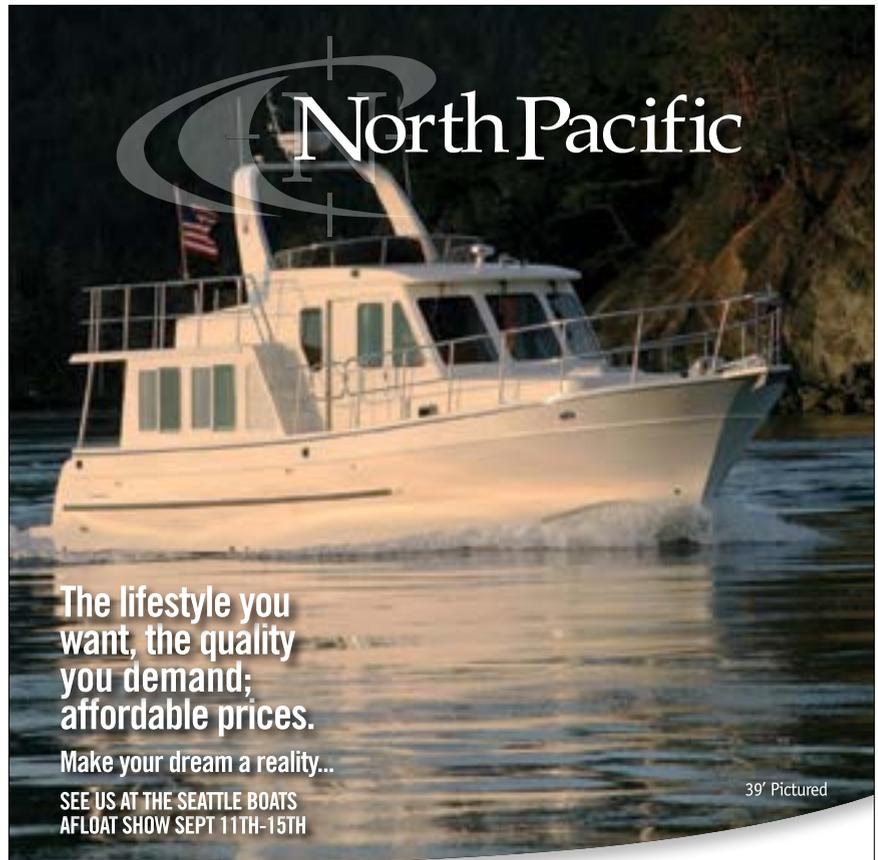
Tomorrow morning we will set sail for the island of Jost Van Dyke, and stay overnight in the appropriately-named Little Harbour, a very private anchorage. For tonight we’re already planning our next visit to this amazing gem of an island, before heading to bed.

Sweet dreams. ■

for beach bars here—we are really starting to “get” Anegada.

The desire to continue touring tugs us away from this idyllic spot, and it isn’t long before we come across Loblolly Bay, several kilometers East of Cow Wreck Beach, but on the same unbroken stretch of sand that adorns the North coast of the island. This might be the most “developed” area on the island, with some sidewalks and a few small buildings which contain a beachside grill, watersports rental outlet and beach bar. There are about 15 or 20 other people here, which seems to be about as “crowded” as it gets on Anegada. With steel band music coming from the beach bar, we stay for a while, but eventually we feel the urge to continue to explore, and we move on.

According to our crude map we are now approaching the single village on Anegada—a place called The Settlement. The remnants of stone wall enclosures can be seen throughout the area. These walls delineated fields that were once used to grow corn, bananas, sweet potatoes, and other crops in earlier times when agriculture was required to feed the small population. Today, there are only about 125 dwellings here, along with a bakery, a couple of small



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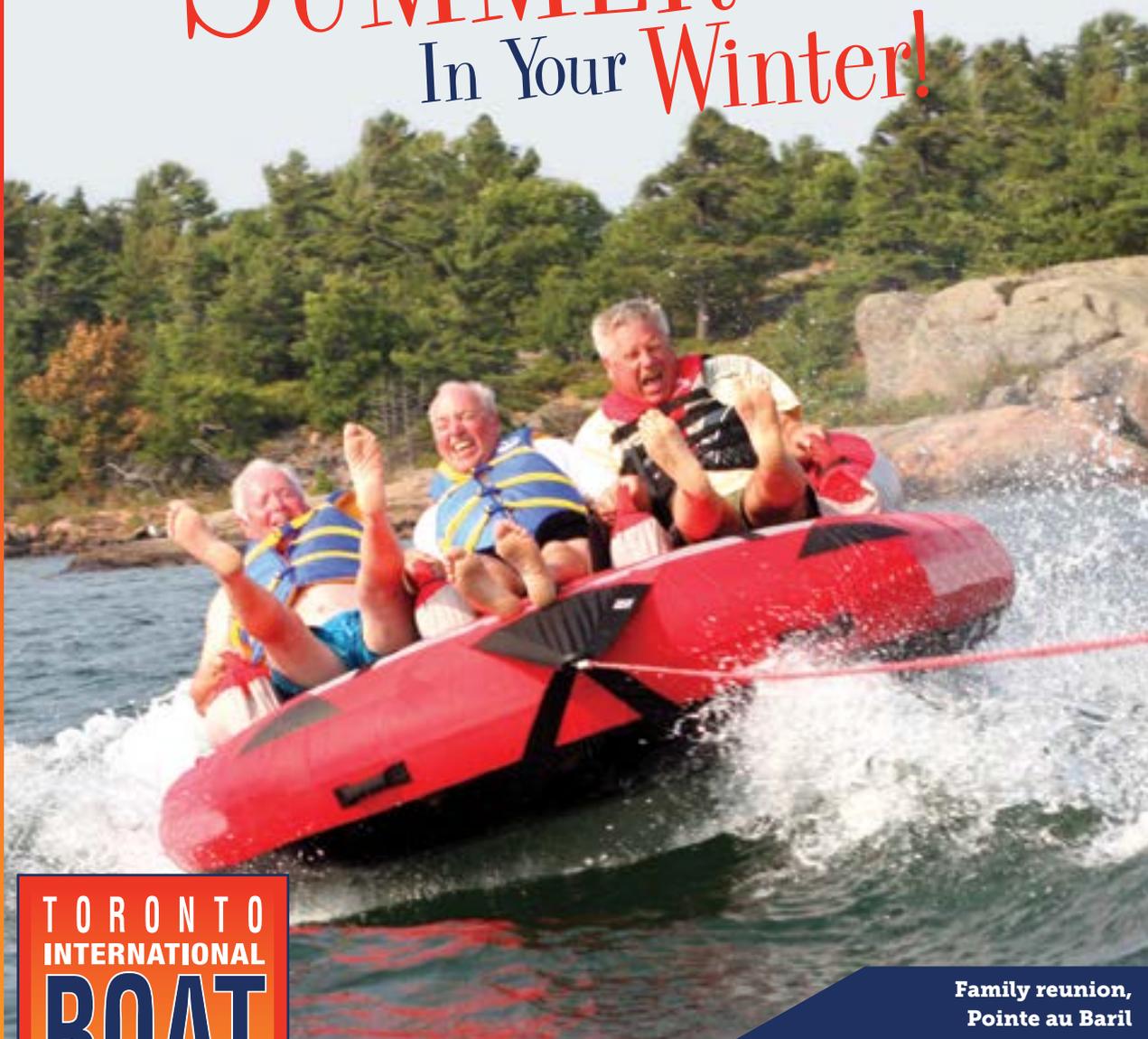
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On arrival, we were met by Carine Locher who is the Quarterdeck Marina Manager for the Bitter End Yacht Club and one of her team.

Destination: BITTER END Yacht Club

BRITISH VIRGIN ISLANDS

Story and photos by John Armstrong

AS I LEFT TORONTO TO JOIN OUR FLOTILLA IN TORTOLA I MUST ADMIT I HAD SOME SYMPATHY, (NOT MUCH MIND YOU) AT HAVING TO LEAVE BEHIND THE OTHER TWO GALLEY GUYS, ANDY ADAMS AND GREG NICOLL WHOM BOTH HAD OTHER COMMITMENTS.

The first leg of the trip took us from Toronto to Miami and then on to St. Thomas where we were met

by Elvis our taxi driver who took us to Red Hook Marina where Captain Camille of Dolphin Water Taxis shuttled us over to Tortola.

We arrived at the Sunsail base around 8PM; met the rest of the 37 Members of our Canadian Flotilla which was comprised of a number of SailTime GTA (a division of True North Yachts) Members and various other families from the GTA.

Our first stop enroute to Bitter End was Norman Island and the infamous "Willy T's", I cannot elaborate on what happens there, but WOW !!!

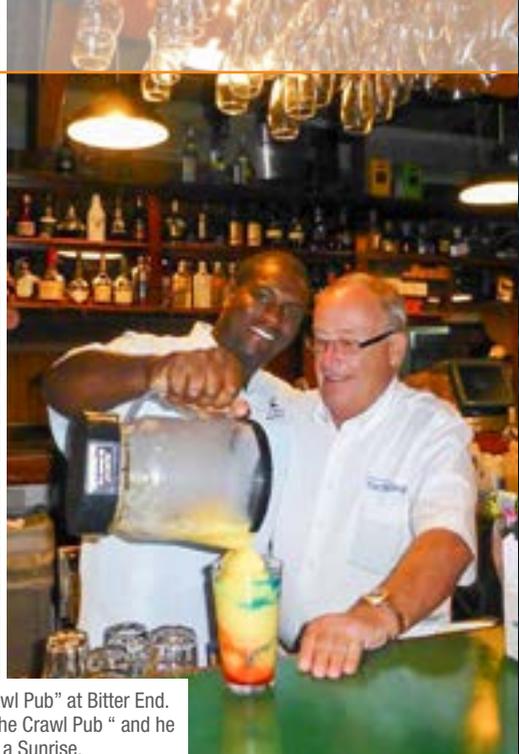
Day 2 we headed for Jost Van Dyke and spent the night in Great Harbour, and tendered in to "Foxy's" for another great meal and party party !!

Day 3 was Cane Garden Bay and then Trellis Bay for day 4.

Day 5 we headed for Bitter End with a stop at the Baths.

We arrived at the Bitter End Yacht Club mid afternoon where we were met by Carine Locher who is the Quarterdeck Marina Manager for the Bitter End Yacht Club. Carine is of Swiss descent and her operation runs as smoothly as a Swiss Watch, Carine ▶

SUN DESTINATION: BITTER END YACHT CLUB



👉 We loved the name! This is the “Crawl Pub” at Bitter End.
 🍹 Baccus is the head bartender at “The Crawl Pub “ and he mixed me his signature cocktail called a Sunrise.

and her staff were wonderful to us and made us feel like true Bitter Enders.

While the rest of the Flotilla basked in the pool I spent most of the afternoon acquainting myself with this incredible facility and the

incredible staff members.

There are a number of boutique shops which carry everything that you would normally find in a high end mall.

I wandered into Winston’s Bakery where Executive Chef Baker

Winston Butler creates his to die for desserts as well as many different pastries and breads.

On my way back to the boat I stopped in at “The Crawl Pub “ for a cold popsy where I met Baccus the



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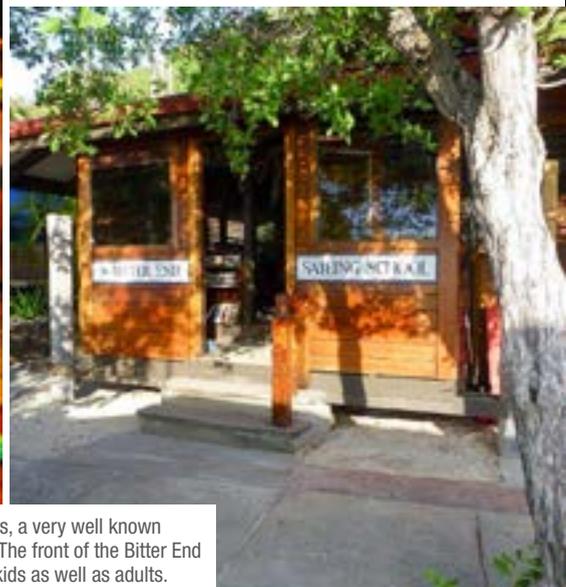
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SUN DESTINATION: BITTER END YACHT CLUB



Our floatilla hits Foxy's, a very well known Caribbean nightspot. The front of the Bitter End Sailing School open for kids as well as adults.

head bartender, he was kind enough to make me his signature cocktail called a Sunrise, and if one was to consume too many of these you would never see another sunrise.

Marielle Arneaud, the Bitter End Food & Beverage Manager organized

five tables for us in the Clubhouse Grill, where we all met for dinner.

Dining Room Manager Romell Beazer along with servers Savi and Elizabeth spoiled us in every which way with both wine and main course suggestions followed by sumptuous desserts.

The Head Chef was away on leave but the Sous Chef prepared two signature dishes, Lobster and Snapper, for a Galley Guys treat, and that it was.

Not to be outdone the Pastry Chef then arrived on the scene with Key Lime Tarts which was a perfect

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Here is part of our group at the Bitter End Yacht Club. This is a great place for couples as well as kids and families.

ending to a perfect meal.

After our dinner we retreated back to the docks and still managed to party- party the night away.

We left the next morning for Copper Island where our good friend Marni Hill had already made dinner

reservations for the group, and again another great meal.

We departed Copper Island early on the Saturday morning, with no wind so we motored back to the Sunsail Base and reality, as it was time to head home.

I would like to thank everyone in the group who made our Flotilla a very memorable event and would also like to thank Greg Marlow of Yacht Solutions who made our travel arrangements and organized the boats with Sunsail. ■

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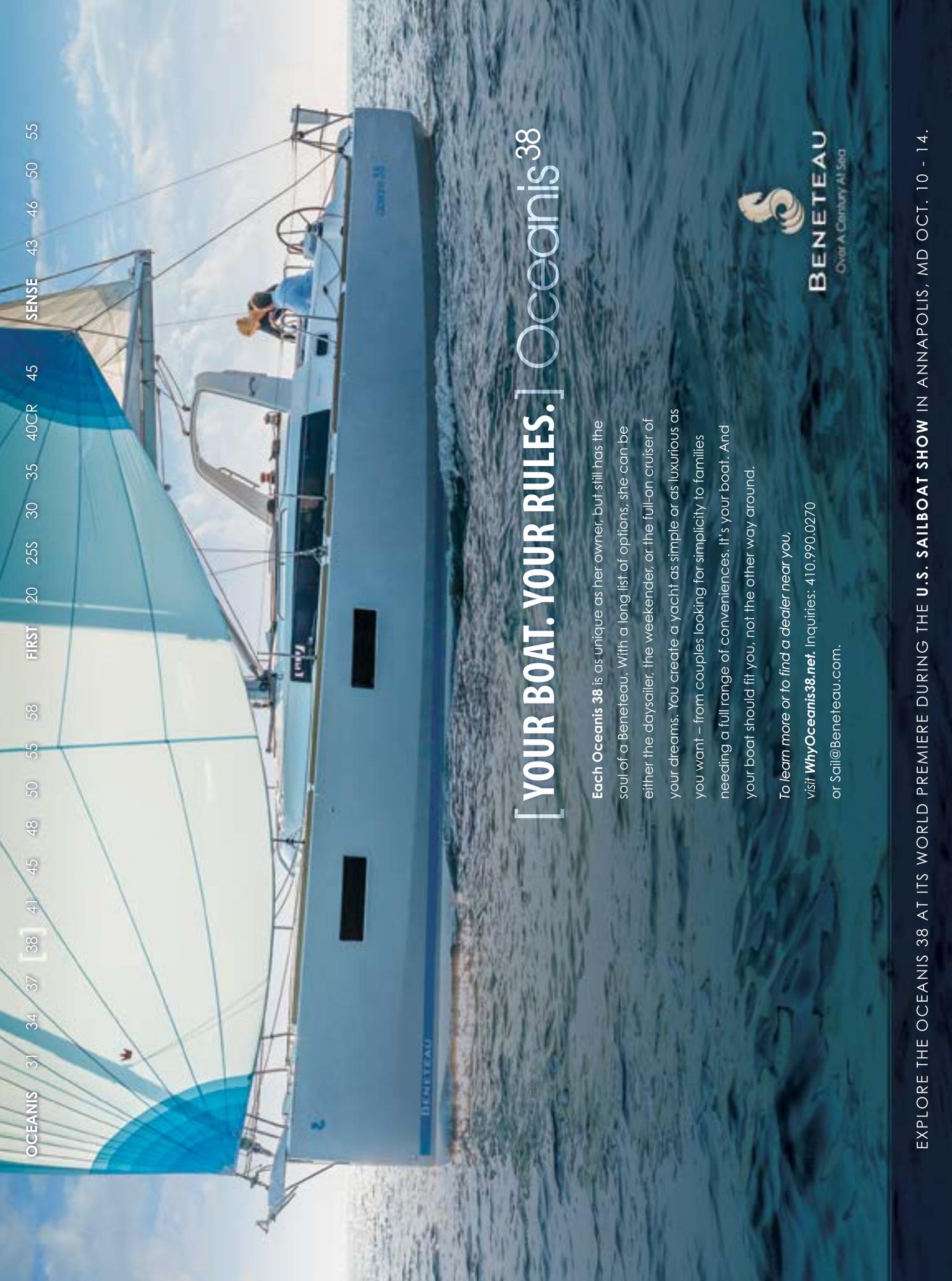
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By Katherine Stone

EVER THOUGHT ABOUT JOINING A YEAR-ROUND BOATING CLUB WHERE YOU DIDN'T HAVE TO OWN A BOAT TO BE ABLE TO CRUISE OR RACE WITH FRIENDS? HOW ABOUT PLACING YOURSELF IN AN ENVIRONMENT WHERE LEARNING IS THE FOCUS OF THE CLUB? IMAGINE COMING DOWN AND HOPPING ON A BOAT THAT IS ALREADY SET TO GO, WITH NO MAINTENANCE WORRIES? I CAN SEE THAT I AM BEGINNING TO PIQUE YOUR INTEREST, ESPECIALLY THE PART ABOUT BEING ABLE TO GO BOATING WITHOUT THE EXPENSE OF PURCHASING AND MAINTAINING A BOAT!

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The picturesque Humber Bay Park is actually two parks divided into an east and west portion joined together by a pedestrian bridge of unusual design. The park is west of downtown Toronto on two spits that straddle the Mimico Creek. Over 5 million cubic metres of land fill were used to create the park which is bordered on the east by the Humber River and was opened in the summer of 1984.

Adam Saunders, a local real estate agent recounted that, “After the fall of New France to the British, M. Rousseau received permission from the British to settle with his family on the site of the French Fort in Toronto at the foot of the Humber River. When Lord Simcoe arrived from Newark (Niagara-on-the-Lake) with a number Loyalist soldiers, M. Rousseau guided ▶



Floatillas are a great time to put navigational skills to the test.

the ships into the Toronto Bay (now Toronto Inner Harbour). Lord Simcoe renamed the Toronto River the Humber after the Humber River in England.

The history of the Humber Bay neighbourhood began when a schoolhouse was built and with thirty-five eager, freshly scrubbed students, it opened its doors in 1888. When summer arrived the children would

tend their family vegetable and fruit gardens. It is not a coincidence that the first Farmer's Market for the Toronto area began in Humber Bay at Park Lawn Road and the Queensway where the Ontario Food Terminal is now situated (www.torontoneighbourhoods.net). The Humber River provided the growing city of Toronto with the energy source and a communications link that

it needed to flourish. Humber College, which now services more than 83,000 full-time and continuing education students has taken on that heritage, dedicating itself to the communication of ideas and energy that will foster lifelong learning. Their new president and CEO, Chris Whitaker, is very supportive of the HSPC that owns the building, docks, and boats that

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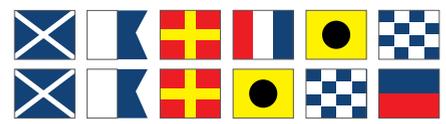
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YACHT CLUB: HUMBER SAILING SCHOOL



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service the club and students.

Tim Kendall, Manager of Operations for HSPC, explained that the Centre operates all year, with unlimited sailing on the club boats from the beginning of May to the end of September, as well as sailing and social events being held throughout the year. The members organize and direct the activities of the club, working alongside the commodore, the Advisory Committee and the HSPC staff. The members also help with dock and boat maintenance, as well as launch and haul-out.

Sailing instructors and club members provided the crew for two sailboats to assist 14 year old Annaleise Carr with her non-stop swim across Lake Ontario in August 2012.

HSPC has three main focus areas: Training in sail and power boating skills, corporate team building and the sailing club. With private and group instruction, corporate events and the club activities of mentoring, racing, weekend flotillas and casual sailing, there's always a lot going on when you have a site that is in operation 12 hours a day, seven days a week!

Tim and his team are committed to promoting the boating industry as a whole, from yacht clubs to the chandleries. HSPC is often the first

stop a prospective boater will make and Tim feels that it is their responsibility to ensure that the experience is a good one.

A member since 1984, Alistair MacKenzie, says that, "You gain experience without owning a boat and build your sailing hours. We teach them all, even the nice lady who showed up for her first day of sailing classes on the water with only her high heels to go on the boat. We end up with three types of members who go on to own their own boats, take more courses, or become instructors themselves." In fact, on my way in to meet Alistair and Tim, I ran into Diane Reid who had just finished teaching a Basic Cruising course at HSPC. Diane is sailing the 2013 Mini Transat Race from France to Guadeloupe as the *One Girl's Ocean Challenge*.

Sail Canada (formally CYA) courses are offered in Basic, Intermediate and Advanced Keelboat Cruising, Introduction to Keelboat Sailing and Coastal/Celestial Navigation, with courses in basic power boating, diesel engine maintenance, performance sail trim, docking, and manoeuvring. You can even acquire your Toronto Harbour License, VHF Restricted Operators Certificate (Maritime), Pleasure Craft Operator Card, or International

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Catalina 309s, J/24s, Martin 244s and Sharks to round out the fleet. Although casual sailing is offered seven days a week, on Wednesday and Friday nights you can roll down to

the club after work and take out the Martins, Sharks, and J/24s to race. The Club's policy of "never leaving anyone on the dock" ensures that you will always get to participate, with

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everyone taking a turn at the helm. Prospective Club members require their Basic course or equivalent experience and can progress toward achieving Club skipper by participating in the Club's Mentoring program to improve their skills. The Club is very safety conscious and all club boats must have a qualified skipper and at least one qualified crew.

Sue Tucker says it is, "The best kept secret in the city", but one that everyone should know about. Over 300 students/year come through HSPC's doors to learn to sail, improve their skills, and/or become Club members. Because they are tied to Humber College, the focus is always on learning in a fun and safe environment.

Sue was thrilled to mention that they put a proposal together to the Club's Advisory Board and entered a boat in the Women on the Water (WOW) regatta this past June and had a blast!

For only \$2,485/year or \$800 for one month to join the club for adults and only \$350/year for juniors, they certainly have a great deal going! Best of all, the club has reciprocal privileges. As Humber Sailing Club (HSC) is not a "traditional" club with visitor docks, recreation amenities, food, and

beverage facilities, there is little that they can offer other clubs. However there are a dozen local clubs that offer friendship rights or reciprocal privileges. In return, what do these other yacht clubs receive? Not only do they get a discount on courses, but also the opportunity to introduce potential new members to their club. Not a bad arrangement, for sure!

HSC members become not only life-long learners, but also friends (and yes, they have had their fair share of weddings that have happened because of this). Each winter they get together to charter a sailboat down south for a bit of warm weather sailing. Every day you come sailing you can sail with different people or the friends you met the week before. Help make their "best kept secret" something that everyone wants to know more about! Come to share your passion by taking a course or end up staying for a lifetime. You have the choice and can check it out yourself at:

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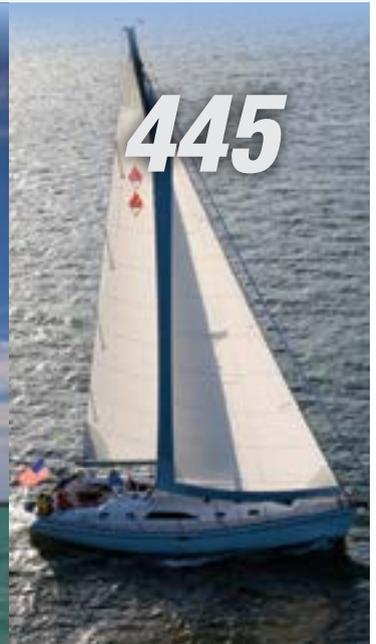


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It's a Canadian invasion at the United States SAil Boat Show in Annapolis this year. All Canadians are welcome for a breakfast at the Catalina Yachts booth on Saturday October 12th from 8am - 9:30am. Early entry with a Canadian Passport & show ticket. Guests must RSVP by email a info@swansyachtsales.com or visit us online and RSVP at www.swansyachtsales.com.

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↳ The Garmin 8000 series screens, shown here with a split-screen display, are a big part of these new logical, safe and ergonomic dashboard designs.

VOLVO PENTA and GARMIN

WORK TOGETHER TO MAKE BOATING EASIER

By John Armstrong

I WAS DELIGHTED TO BE INVITED TO GOTHENBERG, SWEDEN AT THE END OF JUNE WHERE VOLVO PENTA HOSTED AN EXCLUSIVE NEW PRODUCT MEDIA INTRODUCTION WITH A CAREFUL SELECTION OF APPROXIMATELY 50 MARINE JOURNALISTS FROM 14 DIFFERENT COUNTRIES INCLUDING ARGENTINA AND BRAZIL FROM SOUTH AMERICA. THERE WERE JUST THREE JOURNALISTS FROM NORTH AMERICA, AND I WAS THE ONLY ONE FROM CANADA—VERY FLATTERING!

Volvo Penta has earned a great reputation for marine engines and drive trains but in fact, electronic advances were behind some of the most impressive developments they showed us in Sweden.

Among the new products, I was perhaps most taken with the new Glass Cockpit System, which provides centralized control and monitoring of the boat's engines and drives, integrated with navigation, steering and alarm systems.

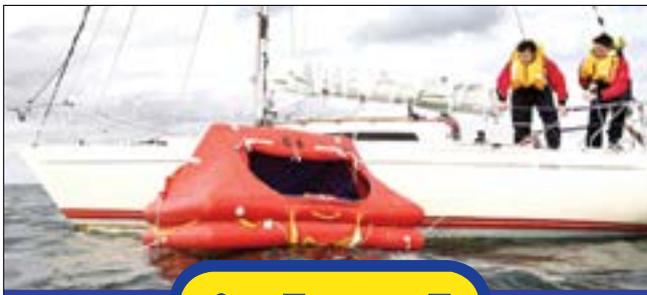
The new Volvo Penta Glass Cockpit System is an

all-integrated control and monitoring system that gathers all driver information—including warnings and alarms—and displays it on one or more, high-tech displays. It enables a common, ergonomic design—and interface—for the whole dashboard, with push-buttons on the controls and touch-buttons on the screens.

“The Volvo Penta Glass Cockpit gives the boat operator a similar experience to driving a modern automobile,” said Marcia Kull, Vice President, Marine Sales North America, Volvo Penta of the Americas. “The driver environment in cars is similar regardless of the car brand. A driver pushes a button with confidence that it all will work. In the boating world, it has not been quite as easy—until now. With the launch of the new Glass Cockpit System, Volvo Penta is fundamentally changing the design of the boat driver's environment.”

“The result is a greatly enhanced overview and control of both navigation and engine, all in one place,” said Kull. “It also provides a cleaner dashboard, which makes it easier for the driver to concentrate on what's important at the moment.” ▶

“The Volvo Penta Glass Cockpit gives the boat operator a similar experience to driving a modern automobile,” said Marcia Kull, Vice President, Marine Sales North America, Volvo Penta of the Americas.

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A COOPERATION WITH GARMIN

The Glass Cockpit System is a result of cooperation between Volvo Penta and Garmin. "By combining the two companies' expertise, Volvo Penta software and the new Garmin 8000 display series, Volvo Penta is now able to introduce this revolution in driver environment design," said Kull.

The displays are easy and intuitive to handle, with touch and pinch-to-zoom functionality. The driver decides what functions should be displayed on the screens and how they should be distributed. Depending on boat type and size, one or more displays can be mounted on the dashboard. The screens are available in different sizes from 8 to 19".

FULLY INTEGRATED WITH THE EVC

The Glass Cockpit System is fully integrated with the Volvo Penta Electronic Vessel Control (EVC). That means that all Volvo Penta easy boating options such as dynamic positioning system, interceptors and autopilot can be monitored and controlled through the displays.

When the boat is powered up, all screens light up simultaneously, in a car-like manner. All settings that are made, including instrument dimming, are carried out concurrently at the helm and the fly bridge.

Making things easier for the boat driver and, at the same time, enhancing on-board safety and comfort were fundamental objectives for Volvo Penta when developing these new systems.

With the many years I worked as a boat broker and dealer, I saw first-hand how important trim tabs can be and how few boaters really understood how to get the most out of these simple but valuable performance enhancements.

So, in line with Volvo Penta's Easy Boating concept, the company introduced us to the Interceptor System—or just "IS".

The Volvo Penta Interceptor System is a fully electrical system (no hydraulics) with powerful servos that is integrated into Volvo Penta's electronic platform, EVC. The trim blades generate lift and drag that translates into moments on the boat in all three axis depending on action. That means that the boat's attitude can be adjusted in all directions to greatly enhance boat performance and economy and just as important, enhance onboard comfort.

Then there is the unique Auto Guidance function, another useful feature in the Glass Cockpit System. By searching through all relevant nautical charts, it creates a route that guides the driver to avoid shallow water, buoys and other obstacles. Coupled with the Volvo Penta autopilot, Auto Guidance will not only show the way, it will actually take the boat there!

So, now all the engine functions are displayed as the driver prefers, the boat trims itself automatically for maximum performance, the Auto Guidance function can plan your best or safest route and the whole system is displayed on Garmin's new 8000 series screens with all their touch and pinch to zoom functions. It's almost as simple as your car!

Driving the Volvo Penta demonstration boats with these systems was a real eye-opener for me. I never realized how easy and comfortable it could be to run a big yacht. This really opens up some opportunities! ■

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80 qt. Engel	34.8 x 16.8 x 17.6	33 lbs.
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Provisioning and Preparation

Before You Go Yachting

By Andy Adams

A S EXOTIC AND EXCITING AS A BAREBOAT YACHT CHARTER SOUNDS (AND IS) IT CAN STILL BE ACCESSIBLE TO THE YACHTING NOVICE BECAUSE THE PREPARATIONS AND DETAILS ARE ALL CLEARLY SPELLED OUT AND FREQUENTLY, ARE REASONABLY PRICED TOO!

For example the Sunsail website explains that yacht sailing is available to all. You don't need any previous experience to start and the cost is comparable to a villa holiday.

They offer wide range of sailing holiday experiences for all abilities and budgets with 30 worldwide destinations to choose from and captained charters for those who don't sail.

Sailing is perfect for families, couples, groups of friends or anyone looking for fun out on the water and power boat options are available as well, if that's your boating preference.

The great thing about chartering

is that you're working with professionals who have worked with countless other people, so probably any question you'll have, has already been answered before.

We spoke to Guy Phoenix, Manager at Horizon Yacht Charters and he immediately referred us to his website where they have a whole list of Frequently Asked Questions. All of the well-established charter companies offer something similar.

Their goal is to make your trip as relaxing and enjoyable as possible.

Their website quickly tells you who the base owners and operators are that you'll be working with, the names of other key people to speak to, travel directions on how to get there and all kinds of small details that you might not have even thought of. For example, what are the departure taxes for a person leaving a particular island?

They offer information on their own office hours, taxi transportation around the area or island, what to expect on your arrival at the charter base and

even helpful hints about the airlines.

For example, Horizon Yacht Charters suggests that in your carry-on luggage, you pack a change of clothes including shorts, T-shirt, flip-flops, toothbrush, toothpaste and any important medical supplies just in case your luggage is lost by the airline.

They have lots of information about cell phones and communication, food and water provisioning and even specific details about the boats, their inventory of equipment, charts, navigation aids and more.

In most cases, the charter company will even allow you to select a range of provisioning levels that can often be managed in the \$20 or \$30 a day range per person. When you arrive, your boat is ready to go.

If you are planning on fishing please be sure and ask if a fishing license is required. Certain destinations such as The British Virgin Islands require a permit be arranged in advance of your trip.

Check it out! Cruising through paradise may be easier than you realize! ■



Taking The Maple Leaf to The Bahamas

DESTINATION ATLANTIS, PARADISE ISLAND!

Story and photos by Andy Adams

📍 This is the view of Atlantis Resort on Paradise Island as you approach from the channel.



IT'S AN AWKWARD FACT OF LIFE FOR US AT CANADIAN YACHTING MAGAZINE THAT WHILE WE KNOW THE MAJORITY OF OUR READERS ARE POWER BOATERS, THE MAJORITY OF PEOPLE WHO WANT TO WRITE ABOUT THEIR CRUISING EXPERIENCES ARE SAILORS!

In addition to that, the greatest attraction seems to be far-off and exotic locations that can be both expensive and challenging to anyone's skills as a skipper. So, we wanted to offer the

power boater's perspective too and to remind our readers that some of the most memorable and spectacular scenery is really closer than you'd think.

Remember too, most of the larger charter companies have a fleet of power boats available, both for bareboat and skippered charters and we don't want our power boat readers to feel left out!

My brother-in-law Michael, often accompanied by my sister Rosalind and frequently with my two nieces, Sarah and Chelsea who often have their

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 The Maple Leaf secured at our slip at the Atlantis Resort Marina.

friends on board, takes the Maple Leaf from Fort Lauderdale to Nassau or Paradise Island a couple of times annually. The Maple Leaf is his 54 Bertram and he is a dedicated sport fisherman. They held a World Game Fishing record at one point just a few years ago. They are passionate about fishing!

Week-long fishing expeditions to new as well as proven locations, are planned every year and after a life-time of cruising and fishing throughout the Caribbean, Michael firmly believes the Bahamas is the place he loves the best.

I joined the crew on board the Maple Leaf in June for Sarah and Ben's wedding which was held at the One & Only Ocean Club, a part of the simply amazing Atlantis Resort complex.

The Maple Leaf, departing from Fort Lauderdale and heading to Atlantis on Paradise Island (assuming a good "weather window"—don't leave home without it), makes the trip in six hours; that can be broken up into three sections of two hours, running 25 knots.

For a power boat, this is a comfortable crossing with other small vessels nearby, but relatively few big ships, fuel and service facilities available and you are always in contact by radio. Safe and secure.

Specifically, it is 81.2nm (nautical

miles) from the Port of Miami to Old Bahama Beach, West End or 68.9nm between Port Everglades (where Michael has the Maple Leaf serviced in Fort Lauderdale) to Old Bahama Beach, West End.

So, the first leg takes The Maple Leaf about two hours across the Gulf Stream from Fort Lauderdale to Bimini or Cat Cay, then two more hours over the Great Bahama Bank or through the North West Passage turning north east to Chubb Cay, and then another two hours on to Nassau or Paradise Island.

The total trip is 188.14nm from Fort Lauderdale to Paradise Island or approximately 178 nm from Miami to Nassau.

The traffic coming into the harbour at Paradise Island is mainly smaller vessels due to the narrowness of the channel, but there are colossal cruise ships running out of Nassau and you'll find that numerous super yachts have already made it to Atlantis!

The marina facility at Atlantis resort is located right in the heart of the complex, close to all facilities, restaurants and the nightlife too!

The marina has a limited number of slips though and you will need to reserve well in advance.

On Paradise Island, you can also put into Hurricane Hole which is a safe

semi-circle, and one of many marinas available for transient boaters. See the sidebar for planning resources.

It would be a blast to either begin or end your Caribbean cruise at Atlantis Resort and cruising through the Bahamas can be breath-taking. Michael has taken me on trips where the Maple Leaf is the only vessel on beaches that stretch for miles. With the white sand and azure seas, the Bahamas can be the picture postcard paradise you dream of, but it's not far from the continental U.S., yacht service and everything else that you need, but want to leave behind!

In a power boat like the Maple Leaf, you can easily day trip, returning to Atlantis at night, or cruise through the islands as long as you'd like. Just plan ahead because some little out islands have very limited docking.

On arrival, Atlantis, Paradise Island rises magically from the turquoise lagoons and blue Atlantic of The Bahamas. This unique, ocean-themed destination is sprawling and amazing too. On top of having a variety of guest accommodations available, there are 40 restaurants, bars and lounges, the largest casino in the Bahamas and of course, a marina capable of handling yachts of any size.

Our boating readers will love the fact that water is the focal point of



↑ Even the Bahamian captains run aground occasionally because the water is so clear it's very difficult to judge depth visually! ↓ Native Bahamian Teresa Kemp designed and maintains the organic herb garden at Dune. This is a grouper dish.



Atlantis. The resort is built around 20 million gallons of fresh and salt-water pools, lagoons and cascading waterfalls. Atlantis' marine habitat includes an unparalleled assortment of exhibit lagoons and underwater formations—all located on a stretch of white-sand beach that has been called the most beautiful in the world.

I will skip the pictures of myself swimming there, but the colour of the water and the white sand made the ocean look like a swimming pool—even the marina has a surreal look!

In recent years, the waterscape and marine habitats at this destination have become even more impressive with the opening of Aquaventure, the lushly-landscaped water experience of rides and thrills and also Dolphin Cay, the state-of-the-art dolphin education center and interaction habitat.

Atlantis is unforgettable from an architectural standpoint with its soaring arches, domes and spires, the enormous 70-foot ceiling of the Great Hall of Waters, and the most spectacular and exclusive suite at any resort, The Bridge Suite.

But, I stayed at the One & Only Ocean Club, a very tasteful ocean-side facility with manicured grounds, a great beach, magnificent pool and spa facilities and very few guests. I ▶

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Hard Asset Investing Model Portfolio

The Hard Asset Investing Model Portfolio weekly subscription based service began on the first week of March, 2013 and is analyzing the charts of certain Commodities, the Commodity Producers, and the Currencies of the Commodity Producing and Exporting nations.

For various reasons I believe the "Hard Asset" sectors and not the "Paper Asset" sectors are the future in building weather-proof long term portfolios. But the bottom line is the "Investing Methodology" is based on Chart Analysis. The purpose of this service is to keep subscribers informed of the current phase of development these markets are trading in the big picture .

About Scott

- Former contributing editor for ETFDigest.com
- Former financial advisor and banker with Citigroup
- Previously held a Series 7, 24, 63 and 65 securities license and currently holds the Series 3 - National Commodity Futures
- Graduated from Pace University in 1994 with BBA in Accounting and Taxation

Check out my blog today at <http://scottpluschau.blogspot.ca> and sign up to learn more about these ETF's and ETN's.

literally had the huge pool to myself more than once.

I couldn't resist having most meals at Dune. It is an elegant restaurant on the beach that interacts with the outdoors; much of it is open and the ocean breezes blow through in the most delightful way!

The menu features a mélange of Jean-Georges Vongerichten's dishes from his critically acclaimed New York City restaurants. Lush local ingredients of the Caribbean—from fruits to seafood—are used whenever possible. To further illustrate Jean-Georges' commitment to incorporating local ingredients into his cuisine, he engaged native Bahamian Teresa Kemp to design and maintain the organic herb garden that is located in front of the restaurant.

The One & Only Ocean Club isn't for everybody but a few days there were simply amazing. Throughout the Atlantis facility, a sprinkling of celebrities come and go and if your trip needs some nightlife excitement before you head out to tranquility, this is the place! ■

SPECIFICATIONS

The deep-water Atlantis Marina is capable of handling 63 yachts up to 220 feet in length and the Marina Village at Atlantis features a 65,000 square-foot marketplace including superlative dining and world-class shopping. The Marina Village resembles a quaint Bahamian marketplace.

For further information about Atlantis, Paradise Island visit Atlantis.com.

For more Bahamas cruising information, check out the blog <http://swingsetonthehook.blogspot.ca/>

For a full list of marinas in the Bahamas visit: <http://marinas.com/browse/marina/BS/>

This breaks down the list of marinas on the islands by region, and you can click on all the marinas for all the contact information and details on the facilities.

Another central resource for visiting boaters is The Marina Life website: <http://www.marinalife.com/destinations/26-the-bahamas>.

A general Bahamas resource is Bahamas.com and <http://www.bahamas.com/how-to-get-here-nassau-paradise-island-marinas>

There is also an American website that has mostly content for American boaters, but that others might find helpful as well.

<http://www.boatus.com/magazine/2011/october/bahamas.asp>.

For your security and safety, learn about BASRA (Bahamas Air Sea Rescue Association): <http://www.basra.org/contact.html>.

For those still within U.S. jurisdiction can contact the U.S. Coast Guard in Miami. The contact information for the Miami office can be found here: <http://www.uscg.mil/d7/>.

Additional general information:

The population of the Bahamas is 316,182 (July 2012 est).

The three largest cities in The Bahamas are Nassau, with 227,940 people; Lucaya, with 46,525 people; and Freeport, with 26,910 people. These are followed in population size by West End, with 12,724 people and Cooper's Town with 8413 people.

In 2005, almost 68,000 people visited the islands aboard private vessels registered to the United States

<http://www.marinalife.com/destinations/26-the-bahamas>

There are more than 700 islands, cays and islets in the Bahamas. One might be just right for you!

Are you first in... ...and last out?

If so, it may be time to think about some additional safety precautions if you're going to be out **Stretching the Season!** Here are a few to consider putting on your list.

Lifejackets

- Wear them! Accidental cold water immersion can be shocking!

Be Prepared

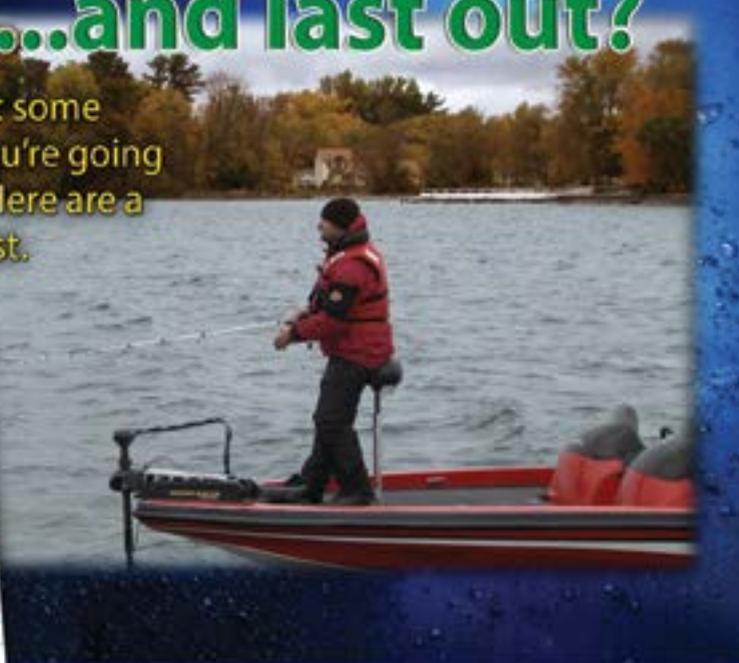
- With sufficient fuel, tools and spare parts handy at all times.

Who Are You Going to Call?

- Have both a VHF radio and cell phone with you. And know who you'll call if you need help.

Float Plan

- Leave a float plan with someone responsible, who knows what to do if you're overdue!



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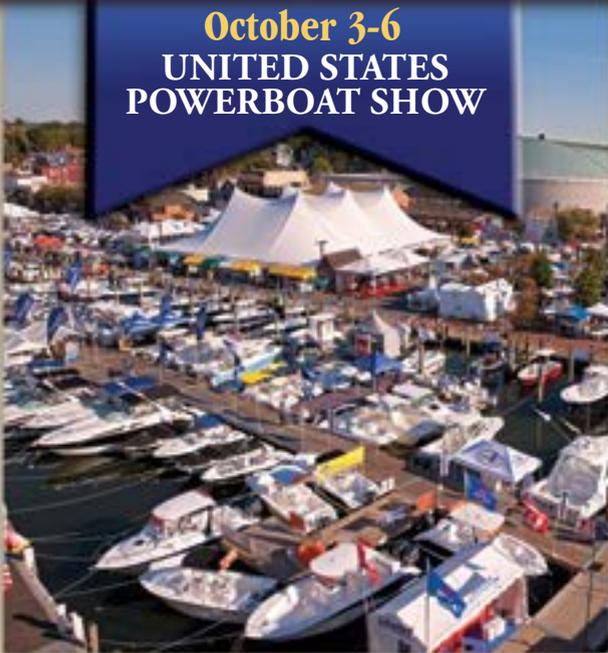
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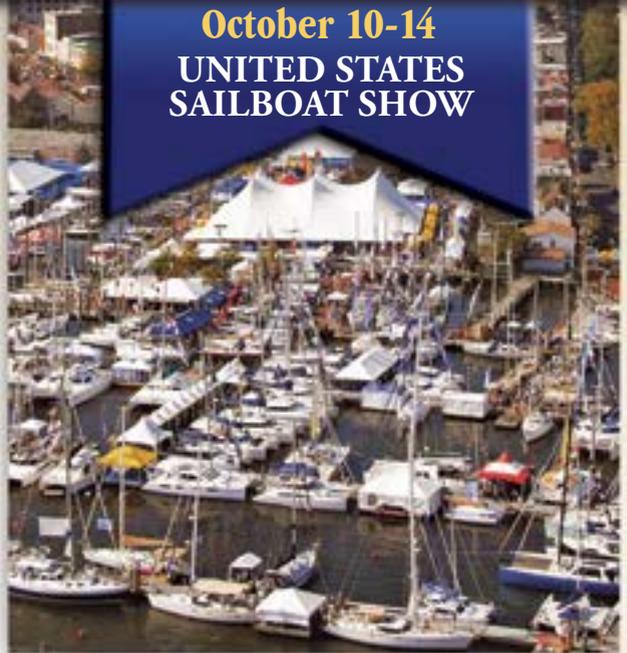
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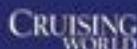
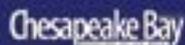
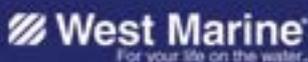
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- ★ Register to win valuable door prizes
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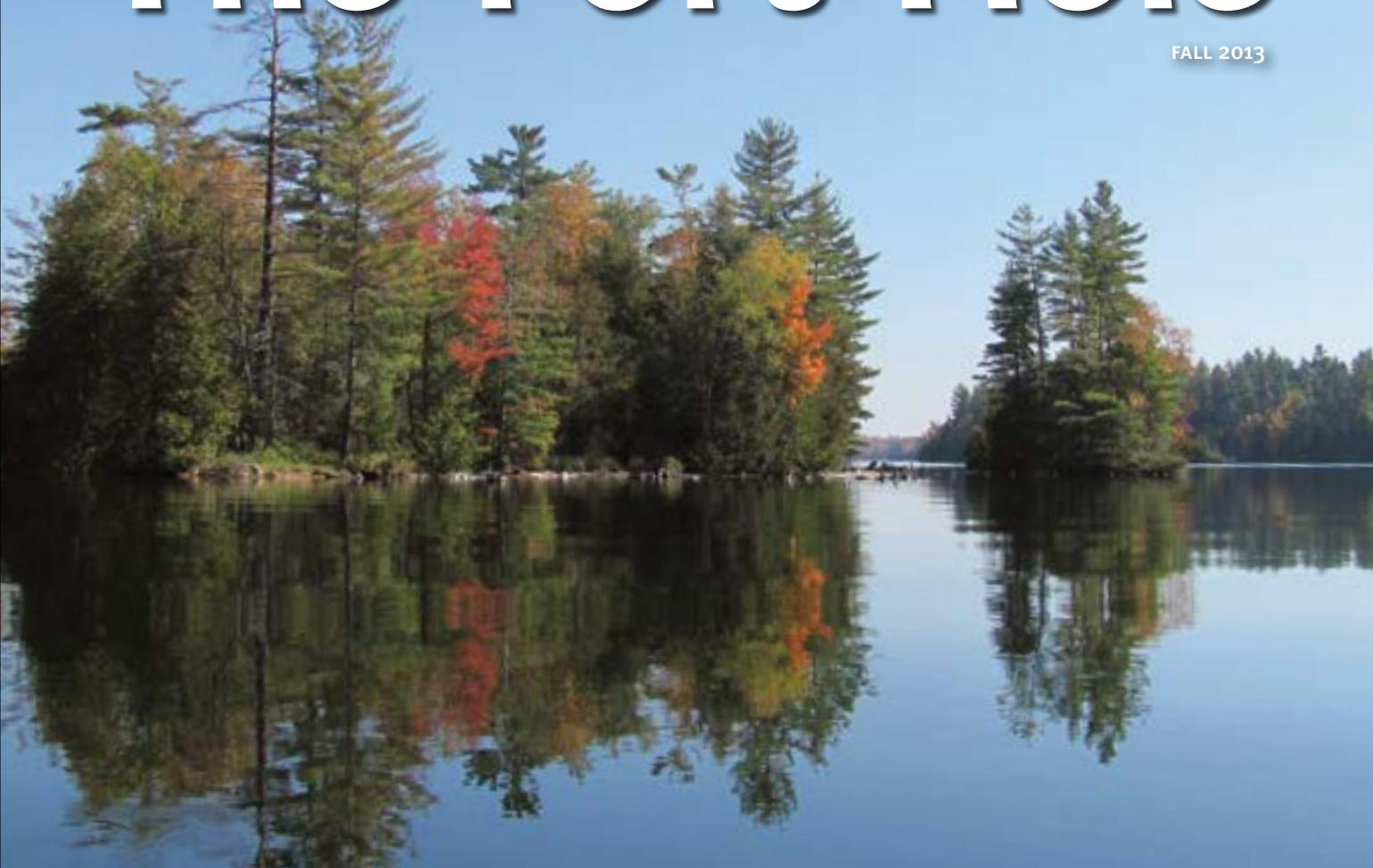
United States Yacht Shows

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FALL 2013



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Photo: Vanessa Schmidt
Lake Kashwakamak



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

I was enjoying an uneventful bus ride back from Winnipeg to Foam Lake the end of June, amusing myself with the childish game of seeing pictures in the clouds when the sky in front of us began to change. One particular cloud turned from innocuous puff balls to steel grey and black. Bits began to shred and fly off. I remembered the meteorologist at the Ile Perrot Yacht Club telling me that if I ever saw a jagged-bottomed cloud, I should tuck my boat up under my arm and run. It struck me that it would be tougher to pick up a bus.

The sky to the north, just behind this one cloud, turned pearly white. That particular shade reminded me of my mother's weather wisdom – a white cloud like that means hail. My own 1980s CPS-ECP weather course instincts told me that this was not a good moment. It could have been worse, of course. When the wind, the rain and the hail hit, the bus driver reacted calmly and with great grace. In zero visibility, he began to slow down, finally decided to forsake the inside lane in favour of the slow one, coasted us across the lanes, and managed, a few seconds later, to miss the vehicles that had pulled off the road, and the rest of the trip was without incident.

But those few moments were my stark reminder about how much our prairie weather patterns have changed in the past few years. That cloud, that storm, came out of nowhere, incredibly quickly.

We've had other reminders. Calgary. High River. Toronto, where 126 mm of rain fell on July 8, beating Hurricane Hazel's 1954 previous one-day record of 121.4 mm. On average, although those statistics might already be out of date, Toronto receives 76.2 mm of rain in July, and an average of 83.8 mm in August, the rainiest month. I had listened to the mayor of Calgary begging people not to head out on the Bow or the Elbow at full flood, and now, as I watched Toronto police in boats rescue people stranded in a GO train, I wondered whether there had been any pleasure craft out on Lake Ontario when that storm hit.

There are other weather factors to consider as we try to convince the boating public that even wind, sun and water can be a deadly combination.

In the 11 years that Jack and I enjoyed *Hirondelle*, Lac St Louis, Lac St-Francis, the Ottawa, the Rideau and the Seaway Canal, the sun went from being our friend to attacking

us. We went from the briefest of costumes to high-necked, long-sleeved tops and long cotton slacks. We were no longer tanning. Exposed skin was burning.

Whether we ascribe to global warming or not, we have seen marked changes in weather patterns. Yes, some time in the past 50 years we in Canada turned away from running the beach in brief bathing suits, slathered in sun tan oil to keep our skins from drying. We've taken to covering up and wearing hats, and wondering whether we should heed the warnings about checking out the Ultraviolet Protection Factor (UPF) of our summer wardrobe. UPF is a rating system that describes how effectively fabrics shield skin from ultraviolet (UV) rays.

And sun tan oil? In 2013, it would serve to baste our skins for roasting. Now we spend the spring surfing the 'net, searching for the clues to the most effective sunscreen, sun block, cream or lotion or spray.

What we need, more than ever, is reliable information. The CPS-ECP Fundamentals of Weather and Global Weather are elective courses, but they just might be the ones that teach you enough that you recognize a changing cloud for what it is, in time to take as many precautions as you can. Our instructor, a meteorologist from Dorval, told us that if we could predict the weather over our heads for three hours, we were doing as well as most experts, and that's what he set out to teach us to do. It was life-learning, he said. When you've retired from active boating, those weather courses can still keep you safe on the roads and on the beach.

Admittedly, I'm prejudiced. That 1980s weather course was my favourite of all the CPS-ECP courses I took, and as our prairie weather changes, I am grateful that I can still read the skies.



**Richard Bee, AP, Chief Commander
Newmarket Power and Sail Squadron**

1938 to 2013 – 75 years teaching safe boating to our members and the general public

In 1937, when Fred Dane, George Ruel and G. William Bowman first crossed the Ambassador Bridge to take the USPS Junior Piloting Course at the Detroit Power Squadron, did they envision the journey they had started would eventually lead to the nationwide organization we are today?

In 1938 they formed the Windsor Power Squadron. Due to World War II, there was a hiatus in any growth in the organization but in 1947 we were granted our charter as Canadian Power Squadrons and the CPS-ECP flag was registered as a trade mark in 1948. From those humble beginnings we have grown to 155 Squadrons from coast to coast to coast. There have been many milestones along the way.

By 1959 we had grown to 2,500 members in 42 Squadrons. This rapid growth necessitated the formation of the Squadrons into Districts. In 1985, Membership approved the change from Canadian Power Squadrons to Canadian Power and Sail Squadrons (CPS) and Les escadrilles canadiennes de plaisance (ECP) in French. In 1990, Avalon Squadron was formed in Newfoundland and we could proudly boast that there were Squadrons in all ten provinces.

In 2002 we assumed management of the Maritime Radio Operator Certification program and in 2012 we launched our online Pleasure Craft Operator Card course (Boating Basics). Since 1938 CPS-ECP has taught over 850,000 boaters from coast to coast to coast.

All of these accomplishments would not have been possible without the dedication of our many volunteers, at all levels of the organization, over the last 75 years. The commitment of our members and volunteers to the goals of CPS-ECP and the many hours given, too numerous to count over the last 75 years, has been the strength of CPS-ECP. We owe a debt of gratitude to the members and volunteers who helped build CPS-ECP and to the many current volunteers who continue to work hard to help CPS-ECP prosper. Canadian Power and Sail Squadrons have had a great 75 years. We should be proud of our accomplishments, our history and our traditions.

This has been a year of celebration. The 75th anniversary flag relay celebrations kicked off at the Windsor Yacht Club, the birth place of CPS-ECP on May 5, 2013 when two specially designed CPS-ECP anniversary flags arrived by boat from the United States. The flags were delivered by United States Power Squadron Chief Commander John Alter. The flags then

began their journey: one West to Vancouver Island, BC and one East to St. John's, Newfoundland. The flags will complete their journey at the Annual General Meeting in Toronto on October 26. You can follow the flags and their many stops in our Squadrons and Districts on our National website.

For the next 75 years to be as successful as the first 75 years, CPS-ECP must continue to move forward. We must continue to embrace change and new technologies, and deliver on our mission by providing courses that meet the needs of the boating public. We are moving forward with eBooks for our most popular courses and both the Training Department and the Operating Committee are experimenting with electronic meeting software to reduce costs and improve efficiencies.

Last year CPS-ECP commissioned a project to conduct both an internal and an external survey. The internal survey was performed by The British Columbia Institute of Technology and the external survey was conducted by The Phase 5 Consulting Group. The results of both surveys are available on Members Moorings. These surveys contain very interesting information on what boaters are looking for from CPS-ECP. I urge everyone to review the results of the surveys and look at what actions you can take at the Squadron and District level to better reach our target markets.

In the June issue of the Port Hole you heard from National Executive Officer Joe Gatfield on the activities of the Organizational Effectiveness Committee. The new Federal Not-for-Profit Act (the "Act") requires all federally constituted not-for-profit organizations and registered charities to comply with the Act by October 17, 2014. Your Governing Board, at the April meeting, approved unanimously to recommend the Articles of Continuance and the new By-laws be adopted by the membership at the October 26, 2013 Annual General Meeting. The new governance structure will strengthen CPS-ECP and position us for future growth and change. The new governance structure, the adoption of new technologies for course delivery, eBooks and the use of electronic meeting software are all changes that will help CPS-ECP meet the challenges of the future.

As I near the end of my term as Chief Commander I continue to be amazed by the commitment and dedication of our members and volunteers to the mission of CPS-ECP. Without you there would be no CPS-ECP. Thank you.



Canadian Power and Sail Squadrons

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Dear Joan,

After you printed my article “Do We Practice What We Preach” in last fall’s issue, a surprising number of boaters at my marina thanked me for saying what they have been feeling – that the PCOC is a joke. Even today there are too many ways of getting the card with far too much “help”. But that is not the real problem.

“Can you handle your boat safely? Do you carefully keep a good watch? Do you understand your responsibility as the skipper of your craft?” These are the questions that define a safe boater and a good skipper. Just passing a written test doesn’t make someone a good skipper. It is all matter of BEHAVIOUR.

No, cards are not enough. We need proper ENFORCEMENT. For inland waterways the very small and scattered provincial police water patrols are hopelessly inadequate. The ones I’ve personally met are well-trained, enthusiastic, and personable, but they are overwhelmed by the sheer vastness of the areas they must cover. Over and over again, CPS-ECP members have proposed some form of deputizing a “coast guard auxiliary” or “provincial water patrol auxiliary” in order to have a highly visible monitoring presence on waterways. Insurance, legal and jurisdictional problems have already been well identified, but saying that we can do nothing is no longer good enough. We need the CPS-ECP formation of a national/provincial patrol auxiliary on the agenda.

To maintain our membership, we need more than courses and fellowship. Why not encourage our members to take extra training so they could volunteer to directly make our waterways safer?

As personal watercraft swarm all over your wake or as a high speed cruiser or bow rider towing kids in a ring passes with 30 feet maybe there is nothing we can do.

But, if on my home waters on the Rideau, there was an OPP Watercraft Auxiliary where volunteers cruised the main channels and harbour entrances, had the responsibility to take the identity numbers of boaters acting irresponsibly and report them to the OPP Marine Detachment for follow-up, then maybe, just maybe the culture of speed and “I don’t give a damn” might be replaced with better behaviour on our waterways.

If there isn’t a change in many boaters’ attitudes, (boats are not just cars with no brakes) then eventually the police will have to play rough like they do for “stunt drivers” on our Ontario roads. Imagine passing another vessel far too close and much too fast only to have your boat impounded for a week smack in the middle of your holidays. Will we have to resort to that because so many of us refuse to be good skippers?

Dennis Dwyer



Find US ON SOCIAL MEDIA

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

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

The twitter hashtag for the 75th Anniversary is: #CPS75th

CPS-ECP members recipients of Queen's Diamond Jubilee Medal

To mark the Queen's Diamond Jubilee, which began in February 2012, 60,000 medals have been awarded to Canadians across the country for their contributions to their fellow citizens and their communities, provincially or nationally. The theme reflects Queen Elizabeth II's own 60 years of service to Commonwealth nations.

The Port Hole would like to recognize CPS-ECP members who have received this medal. Because of the potential numbers, we can't offer space for a full bio of each recipient. We are looking for names, home town or squadron, and the reason for the medal being awarded. Forward information to jcadh@sasktel.net or theporthole@cps-ecp.ca.

The Port Hole recognized one recipient, Donald Knutson, in the Summer issue.

Ron Curties was a Life Member of CPS-ECP. He joined the Vancouver Squadron in 1973 and he was the founding Squadron Commander of the Burrard Squadron in 1977. Ron and his wife Tomie joined the Port Moody Squadron in 2005. Ron received the Community Volunteerism Award and The Freedom of the City of Port Moody in 2011. Due to Ron's failing health he was unable to attend the ceremony that was held to award the Queen's Diamond Jubilee Medal. On May 11, 2013, The Celebration of Life was held for Ron. At this time the Heritage Minister MP James Moore, presented the Queen's Diamond Jubilee Medal to the family.

Geoffrey R.C. Wilson was awarded the Queen's Diamond Jubilee Medal in Brantford, Ontario. Geoff was presented the medal by MP Phil Coleman, Brantford's Mayor Chris Friel and MPP and Speaker of the House, Dave Levac. Geoff was awarded the medal for his community service, 20 years as the Chief Administrative Officer of the City of Brantford and his years of commitment and participation on a number of volunteer boards, YMCA, St. Joseph's Foundation, Public Library, Council on Aging, and the Brant Power and Sail Squadron.

Lori Smith, Fort Erie Squadron Membership Officer, was a founding member in Ontario for the Hong Kong Veterans Commemorative Association and has remained active in both the Niagara Region and South West Ontario. Over the years she made a great contribution to keeping our region together. As membership chair and earlier with her work with the veterans, organizing luncheons, publishing the Ontario Region newsletter, she maintains close contact with veterans and widows and other members. Lori is extremely valuable to this region.

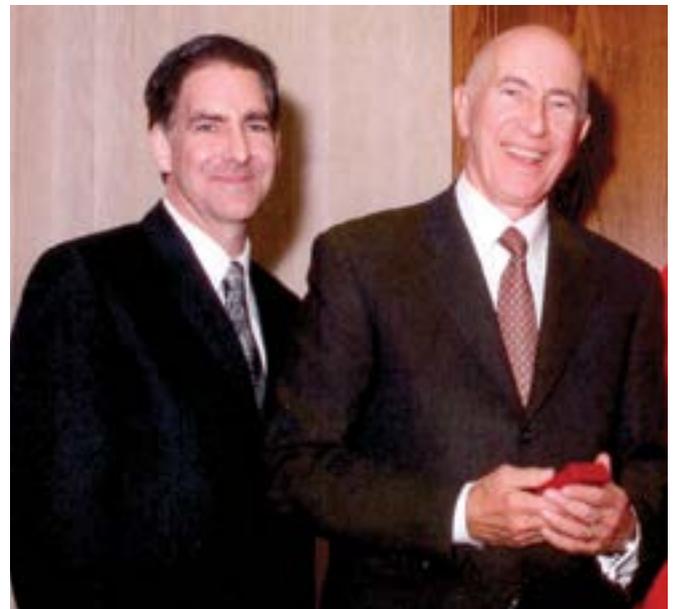
Bill Tepperman of Windsor, Ontario, has demonstrated a continuous, ongoing, drive to make our communities

a better place for all. His belief in family, combined with corporate and communal responsibility, has been clear throughout his career. To date, the Tepperman Family has established, through the Canadian Scholarship Trust Foundation, scholarships for higher education for over 600 students in Southwestern Ontario.

Warrant Officer **Greg Tanner** received the Queen's Jubilee Medal for outstanding contribution and dedication to the Canadian Armed Forces for 34 years. Greg has been a member of CPS-ECP for 14 years and instructor for eight of them. He also held the term of Commodore for two years at the CFB Trenton Yacht Club.

John Edward Christopher Moriah of Ajax Squadron was presented with the medal on Sept. 5th by the local MPP, Joe Dickson, at the Town of Ajax Council Chambers. He was selected as a recipient for his many years in volunteering with the local Navy League Cadets, with the local CPS-ECP Squadron, his many years of past work in the Sea Scouting organization, and other fraternal organizations. During this time he maintained service to Canada in the Air Reserve Squadron in CFB Toronto and then CFB Borden, still being active with the Whitby Sea Cadets, all spanning a total of thirty years and counting.

Joan Eyolfson Cadham, Foam Lake, SK, member of the Saskatchewan Squadron and Port Hole editor, received her medal for her work as a writer, storyteller and lifelong champion of history and heritage, culture and community.



Brian Masse, MP Windsor West and Bill Tepperman



Bradley Schmidt

Selling a Boat Online

This article marks the twenty-fifth edition of Jet-Set. The most recent column discussed some techniques for searching the classified ads to find your next purchase and promised a follow-up on how to write a classified advertisement that will attract attention and guarantee a quick sale.

I mentioned that one of my hobbies is buying and selling and no doubt it is a passion shared by many. A quick look at the cable channels on TV will confirm that, with shows focusing now on storage auctions, antique “picking,” and trading up. I have “flipped” many items for profit with little more than a wash, polish, and a well-written ad.

Here are some tips on crafting a winning ad:

- Take excellent pictures. An advertisement without images will get far less attention. Tiny pixelated images are no better. If it is dull and rainy, wait until the next sunny day or use some images of the item from your archives. A boat shown at a sunny mooring will be a lot more eye catching to a potential buyer than a boat shown under a tarp on its trailer. Take photos from each corner, the engine compartment, interior, gauges, etc. If there are any problem areas, take detailed pictures of them too.
- Research the item you are selling so you can provide as much background information as possible. You might find out something you didn’t know that could be a key selling point.
- Do some market research to come up with a fair price. I think this is a key point to success, since most people shop with a price range in mind. Starting with a fair price will make your ad visible to the highest number of potential buyers, especially because most online classified sites allow buyers to limit their search by price range. Overpricing your item will mean your item is not visible to someone using this feature.
- Use as many keywords as possible in your title. When I list a Volkswagen Beetle for sale I try to think of every name someone may search for and use it in my title, for example, instead of “Volkswagen Beetle” I will write “Volkswagen VW Beetle Bug Type 1.” This will make your ad easier to find.

My favourite type of ad is what I call “the good and the bad.” Here’s a fictional example using the points from above, with the pictures omitted:

1996 Sea-Ray Sea-Rayder Jet Boat Similar to Sea-Doo

I am selling a very well maintained 1996 Sea-Rayder that I have owned for five years. I am the third owner. These boats were made by Sea-Ray from 1993 – 1999 and exclusively used the Mercury Sport-Jet engine in 90hp and 120hp versions. They featured a two-piece

moulded fibreglass hull and like anything made by Sea-Ray the fit and finish was excellent. Mine is an excellent example with the 90hp engine. It has enough power to pull an adult on a tube, or a child on skis, but it would struggle pulling an adult up on skis or a wakeboard. It only draws about 6" so it is ideal for shallow areas. I have also had it in some large waves on Lake Nipissing with great results. It is a very safe and reliable boat. Here are some details:

THE GOOD

- very solid hull with no leaks*
- engine was recently serviced and has excellent compression (130-135-133), receipt available*
- new bilge pump and battery last year*
- comes complete with all necessary safety equipment*
- trailer is also included, bearings were recently greased and all lights work*

THE BAD

- there is a little dock rash on the right-hand side (see image)*
- there was one gel-coat repair done on the starboard side below the gunwale, it is about 3" x 0.5" and is barely noticeable (see image)*
- there are no tears in the seats but they are faded and will likely need to be redone soon*

I am only selling due to changing interests. I am looking to move into an aluminum fish and ski style boat. I am asking \$3750 for the boat and trailer. They will be sold with a bill of sale and ownership transfer. Please contact me by email or at 555-555-5555 to discuss.

By elaborating in a clear and concise way you paint an honest and thorough picture to your potential buyers. As a side-note, I actually bought the boat in the fictional ad from an online ad that read simply “1996 Sea-Rayder, runs good, call 555-555-5555.” I used the boat for three years and ultimately made a profit when I sold it.

Good luck with your endeavours!



John Gullick, AP
Manager, Government & Special Programs

Q: I have had my powerboat stolen and I am wondering how it can best be identified if someone finds it?

A: The best method of identifying any vessel is through its Pleasure Craft License number. Pleasure Craft Licenses are not to be confused with a Pleasure Craft Operator Card (PCOC) which is an operator competency certificate required to operate any powered vessel. The Pleasure Craft License contains the ID numbers that you must purchase and attach to each side of the bow on your boat. They are accompanied by a Pleasure Craft License document, a copy of which must be kept on the boat at all times. This information is kept in a national Pleasure Craft License data base that is available to law enforcement officers so it is key in identifying stolen vessels.

A Pleasure Craft License is required for any powered vessel that has one or more motors that add up to 7.5 kW (10hp) or greater unless the boat is registered (see below). Tenders or dinghies that are carried on board or towed behind a licensed boat must also be licensed. This document is similar to a motor vehicle ownership certificate in that it contains information about the boat, including any Hull Identification Number, and its owner. It also contains a section that must be completed and submitted by the new owner when the boat is sold. It is the new owner's responsibility to ensure that required vessel license information is transferred into their name and the documentation submitted to be entered into the national data base.

If you are buying a new or used boat from a dealer they will usually complete and submit the required paperwork.

Application forms are available on line from Transport Canada at www.boatingsafety.gc.ca or for pick up at your local Service Canada Centre. Applications for a Pleasure Craft License along with supporting documentation must be mailed-in for processing to the Pleasure Craft Licensing Centre:

Pleasure Craft Licensing Centre
 P.O. Box 2006
 Fredericton, New Brunswick
 E3B 5G4

Allow at least ten (10) business days plus mailing time to process your application. Applications cannot be processed unless you provide complete information and include all required documents.

You need a bill of sale. If the vessel has already been licensed you will also need the vessel license signed off by the original owner. To transfer a license to your name, submit the following documents:

- a completed Form 84-0172E, Application for Pleasure Craft License;
- proof of ownership of the pleasure craft; and
- a signed photocopy of a valid piece of government-issued identification.

Instructions about how to fill out Form 84-0172E, Application for Pleasure Craft License, may be found on the Transport Canada Boating Safety site's How-to page. In particular, see the "To transfer a pleasure craft license" section.

If you do not have documents that prove you own the pleasure craft, you will need to make a declaration under oath stating why you cannot produce the bill of sale or proof of ownership. You can use the sample declaration form (PDF Version, 62 KB) * provided on this site or another similar document, as long as it contains all the information required.

When applying for a pleasure craft license, include a signed photocopy of your personal identification document. The Pleasure Craft Licensing Centre will return the photocopy to you when they send you your license.

Your application and supporting documents must be mailed-in for processing to the Pleasure Craft Licensing Centre, address above.

Regulations require you display the Pleasure Craft License on both sides of the bow, above the waterline and as far forward as is practical. The numbers and letters must be in block and at least 7.5 cm (3") high. Their colour must contrast with the background. You may choose to get a vessel license for safety reasons if your boat does not require one. This will help Search and Rescue personnel get information about your boat 7/24.

A Pleasure Craft License does not prove ownership and Service Canada and Transport Canada cannot confirm ownership so when entering another country carry a bill of sale along with the Pleasure Craft License. Don't forget the same for tenders and dinghies. Failure to produce these documents can cause delays, trouble and possibly fines when clearing customs.



Above: Indian Summer at dock in Horta Top Right: Gaetan and Richard at dock in Horta, Bottom Right: Gaetan, Richard and Miko with our contribution to the dock at Horta.



PART III

Atlantic Crossing

Gaetan Lapierre, N, West Island Power and Sail Squadron

This is the third and final episode of Gaetan's account of an ocean crossing from Saint-Paul-de-l'Île-aux-Noix, Quebec to Horta, in the Azores, aboard Indian Summer, a 1970 Tartan 34C owned by Richard Larivière. The first two episodes were in Winter and Spring 2013 issues of The Port Hole.

June 10th. Woke up at 0600 to find the boat becalmed, so we all went swimming. Wind picked up by 0730, and again with full main and polled out yankee, we are doing 7-8 knots SOG. Wind increased in late afternoon, so we double-reefed the main, something we did most nights as a precaution.

June 11th. Our first day of rough sea, with winds of 24 knots and confused sea. We put in a third reef, then dropped the main completely. With the wind 120° on the port quarter, we were heading 150°. Heading more easterly would be have been better but it was too rough. We shortened our watches to 2 hours since we now had to helm because the autopilot could not keep up with the way the boat's stern was being pushed from side to side by the following sea. Too rough to cook so peanut butter and jam sandwiches had to do.

June 12th. Wind increased to 33 knots, with waves of

6-8', running on ¼ yankee only. There are birds that we had been seeing since we left New York, still around at more than 600 NM from land. I don't know what they are; they look like the seagulls we see around Montreal. We noticed that the water in the boat's tank had a foul smell and decided we would use it only for boiling vegetables or pasta. Once boiled it was OK and we could still use it for coffee but it was fortunate that we brought a lot of water jugs. Wind abated by midday, so we were able to carry the main with 2 reefs and full yankee.

June 13th. Becalmed again, so in for another swim, but the water was a bit cooler now that we were out of the gulf stream. Light winds on and off all day, motored from 0730 to 1100.

June 14th. According to our weather man Jess, winds would be light for the next few days. It was sunny and warm. We could enjoy it until the next storm arrived.

June 15th. We heard from our friends on *Long Reach*; they had been getting very rough weather and considered turning back, but decided to continue on. With light winds, we decided to put up the spinnaker, and managed to do a fair distance towards our destination. A group of dolphins visited us again. When the boat is in the bottom

After not seeing land for 22 days, there it was, dead ahead of us. Adrenaline was high, and we put the champagne in the refrigerator.

of the waves, they jump from the top of the waves and it is like they are up in the air. Always fun to watch.

June 16th. Light winds again, barely enough to fill the spinnaker. Dropped everything for lunch and swim, than motored, from 1530 until 0600 the next day.

June 17th. With full main and genoa, we were able to do about 4 knots. Spotted another sail boat today, we made radio contact with *Sanssouci*, an American boat, a Tayana 37 also heading to Horta in the Azores.

June 18th to 20th. Typical decent wind days, sunny and warm most of the time, time to relax and tan.

June 21st. Time to “batten down the hatches”, another storm coming up. Our supper consisted of Chunky Soup eaten cold out of the can. Winds reached 43 knots over night, making it too dangerous to cook anything, and impossible to sleep. A wave came over the bow and swamped the cockpit. The new GPS was showered and quit. They don't make them like they used to. You would think that an apparatus made for marine use would be water resistant. Luckily, we had back-ups on board.

June 22nd. Wind still blowing hard and waves building up, so we decided to heave to for lunch. We got underway again at 1330 with half of the 70% jib rolled out. We needed to helm manually, as the autopilot could not hold a course. We later found out that it was also defective. We reinstalled the old autopilot and it got us to the Azores. We sent an email to the supplier, and were told to redo the calibration. Unable to do so at sea, we recalibrated after reaching the Azores, and that solved the problem. By evening, the wind tapered off a bit so we raised the main with 3 reefs and made good distance overnight.

June 23 to 26th. Sunny and warm days with moderate winds, time to dry things, wash ourselves and some clothes. Finally got wind from the north-west, so progressed well toward our destination. The amateur radio had not been able to transmit for two days, so our electrical engineer captain set to work to find the problem. Turns out salt water had corroded the insulators on the back stay which was used as an antenna. The captain found some wire; we raised that with a spare halyard and were able to transmit again. Before this failure, we had been sending daily emails to our family and friends, and we knew they would be worried after not receiving anything for two days. We made sure to let them know that we had been having problem transmitting and not to worry if they did not hear from us

every day. A group of about 12 dolphins appeared suddenly and started putting on the usual show, crossing in front of the boat, and jumping out of the water, three or four in unison for half an hour. By the end of the 26th, we were 150 nm from Horta, our destination in the Azores.

June 27th. Three orcas swimming in a westerly direction passed about 50 meters from us as if they had not seen us.

June 28th. LAND HO. At 0712, I spotted a dark spot in the distance, but could not be sure with all the clouds on the horizon. Soon after, I was sure. There was land in front of us. The GPS makes things easy. After not seeing land for 22 days, there it was, dead ahead of us. Adrenaline was high, and we put the champagne in the refrigerator. Later in the morning, we got the official welcome from yet another group of dolphins, must have been 30 of them, putting on yet another spectacular show, absolutely incredible animals. By 1300, we were close enough to see features of the island, green fields and villages. The western point of the island is a volcano that erupted in 1980, and joined a small island to the main island of Faial. The city of Horta is on the south east side of the island. We arrived in the bay and dropped anchor at 1740 Montreal time, 2140 local time, and put the yellow flag up. Popped the cork, emptied the bottle, had a couple of beers, and ate dinner before settling down to a night of uninterrupted sleep.

June 29th. Up at 0600, and reset our watches to local time, 1000. After having breakfast, we motored over to the dock for formalities, and were assigned a dock; boats are three abreast. We tied up and immediately went for a warm fresh water shower. It felt good, after 22 days of washing on deck with a bucket of salt water, often on the cool side. After, we went for a walk around town, had lunch, bought paint and a brush for our contribution to the famous wall and made plans to go to Peter's Sports Bar for a few of their supper mugs, and dinner.

CPS-ECP as a charitable organization

Chuck Beall, National Law Officer
Toronto Power and Sail Squadron

CPS-ECP is a Not-for-Profit Corporation and it is also a registered charity. Certain benefits and obligations follow from that.

Historically charitable activities fall into one of four categories. Activities to: relieve poverty; support education; support religion, and activities by other socially beneficial organizations such as the Canadian Red Cross, the March of Dimes, the many hospital foundations that exist across the country, and organizations that provide support for people with disabilities, like seeing eye dog foundations. Although charities and charitable activities have been part of our social fabric for generations, there is no precise definition of a charity written down in a law, not even in the *Income Tax Act*.

Being a charity has certain benefits. Two are monetary. A registered charity gets to issue tax receipts to persons¹ who give them money. That is a recognition that supporting a charity is of benefit to all Canadians as it improves the social fabric of our country. That idea is based on the approach that everyone gains from a charitable gift. The person making the gift gets a tax benefit, and the charity gets resources needed to carry on with its recognized charitable activities.

The second monetary benefit a charity gets is tax advantages. A charity pays no income tax on the money it receives. As well, a charity can claim a rebate on the sales taxes it pays, and get some of that money back from the government.

A charity also gets an intangible benefit because carrying out charitable activities is generally regarded as being a socially good thing to do. So, as a charity, CPS-ECP and its activities are part of a respected segment of Canadian life.

There is a legal limit to the kinds of activities that CPS-ECP can do. That comes from two sources: First, when a corporation is created, its charter document (for CPS-ECP it was Letters Patent issued in 1947) sets out what the corporation was created to do, often referred to as the objects of the corporation (its reasons for being). Once the corporation is created, it can do any activity that supports its objects. And, the opposite is also true. A corporation cannot do an activity unless the proposed activity supports its objects. For example, CPS-ECP can promote boating education, which it does, but it cannot fund a competitive boat racing team to earn prize money.

1. I used “persons” because a corporation/company is a legal person, as are individuals.

The 1947 Letters Patent are available on the CPS-ECP webpage. The objects of the organization are:

...to establish a high standard of skill in the handling and navigation of yachts, to encourage the study of the science of navigation, to co-operate with the agencies of the Canadian Government charged with the enforcement of the laws and regulations relating to navigation and to stimulate interest in activities which will tend to the upbuilding of our Merchant Marine and our Navy...

So, any CPS-ECP activity that relates to any of those objects is acceptable...with one exception.

Charities are prohibited from carrying out certain kinds of activities. Political activity is the most obvious one. Urging CPS-ECP Members to write to a government minister, or to an MP or a member of a provincial legislature to advance a position about a particular issue is first on the list of “no-no’s”. That is what public interest advocacy groups do, and they are not charities. For example some Members may have personal views about water levels in the Great Lakes, or user fees in government operated parks or waterways.

Obviously Members continue to be free to contact their elected representatives and express their views in a personal capacity. They just can’t do it as a CPS-ECP Member, or group of CPS-ECP Members for three reasons. First, neither of those particular issues relates to the objects of CPS-ECP, so it is outside the scope of the organization’s permitted activities. Second, it is a prohibited activity for a charity. Third, the CPS-ECP By-laws and Regulations provide that only the Chief Commander may speak on behalf of CPS-ECP.

Using the CPS-ECP Membership information, such as Squadron or District Directories to carry out an otherwise prohibited activity is also out of bounds. The CPS-ECP Privacy Policy promises each Member that their personal profile information will only be used for CPS-ECP purposes, which such activities are clearly not. That restriction also extends to using the Directories to promote any non CPS-ECP activity such as community events, fund-raising activities of non-charitable organizations (sports clubs are not charitable organizations), activities that do not relate to the CPS-ECP objects, public interest advocacy groups, or commercial activities, for example. There is an exception, and that is if a CPS-ECP activity is part of the event, promoting the activity and the event is a permitted use because of the CPS-ECP participation.

As a charity, CPS-ECP, or any part of it, can only use their funds for two purposes: First to purchase goods and services to carry out activities in support of the CPS-ECP objects.

That includes buying course materials and renting classroom space. Second, as a charity CPS-ECP can only donate funds to other registered charities, and certain other organizations such as some kinds of government organizations, and educational institutions (not a complete list by any means).

Any Squadron or District thinking about making a donation should contact either the National Law Officer or the National Treasurer for some advice. In most cases we will be able to help you meet your objective and still comply with the requirements of the *Not for Profit Act*, the *Charities Act* and the *Income Tax Act*.

This is an area of law where “seeking permission first” is the only choice. Hoping “to seek forgiveness” after the fact is not an option. Deliberately engaging in a prohibited activity or

being willfully blind or indifferent about whether an activity is prohibited or not could jeopardize the charitable status of the entire organization.

Charities receive benefits so that they may provide a greater benefit to Canadian society. Each Member, Squadron, and District has an obligation to support CPS-ECP by engaging only in activities consistent with the organization’s objects, and in compliance with the requirements of the *Not for Profit Act*, the *Income Tax Act* and the *Charities Act*.

If you have any questions, comments or you are not sure if a proposed activity is on-side, send me or the National Financial Officer an e-mail.

Just remember not to shoot the messenger...

There’s a difference in people – and it’s positive

Joan Eyolfson Cadham

There’s a difference in people’s attitudes – and it’s positive, says Dennis Dwyer of Perth, Ontario, who, for five years, has headed a tiny team of volunteers educating boaters about the loons on the Rideau Canal. Dwyer and three other CPS-ECP members continued their campaign even after their former Squadron surrendered their Charter. They talk to boaters and hand out three-fold brochures provided in French and English by Friends of The Rideau.

“This year, I haven’t had one person who didn’t say ‘thank you’ for the pamphlet,” Dwyer said. “I used to get some awful replies.” People want to know why the loons are out in the middle of the channel. From nature’s point of view, the answer is simple. Loon parents move their chicks away from nesting areas out into the main channel because, nearer the shore, otters and big fish in the bays do nasty things to little loons. But that puts the chicks in direct conflict with boats, in particular PWCs and boats pulling water skiers, tubers and wake boarders, Dwyer explains. “They thank me,” he said. “They say they didn’t understand.”

There is an increased awareness that loons are really unique to Canada, Dwyer said.

The summer of 2013 was a difficult one for someone who wanted to meet other boaters along the Rideau. “By the end of July, I had handed out only 50 forms during three brief cruises in Surprise. In other years, I’ve given away 150 by that time,” Dwyer said. Weather was a big factor. “The weather was too extreme. – storm warnings, lightning. We had three good days in June then it became hot and stormy.”

As well, the change in hours of operation of the Rideau didn’t help the campaign. “The Canal opened on Victoria

Day weekend but the locks didn’t open until 10 a.m. and they closed at 3 p.m. People going any distance couldn’t do it. And Perth was cut off. Boaters wanting to use the two Beveridges locks at the entrance to the Tay Canal had to call the day before to make an appointment. On June 21, operations were extended to 9 to 5.

But all the hype around the War of 1812 helped the Rideau Canal loon campaign. The canal was built after 1812 as a direct result of the war. There are exhibits in the communities, Friends of the Rideau and Friends of Tay River are active, there are photos everywhere and most of them feature loons. Ads included the loons’ cry. “The loons, and their cry – they are part of the history of Canada. Isn’t that wonderful,” people would tell Dwyer and his team. “They’d see the loons on TV, they’d hear the loons’ cry, and they’d want to find out stuff,” he said. “The pamphlets are available at all the locks, but you really need to talk to people, one on one, to put the folders into their hands.”

Because of the often dangerous weather cutting into boating time, Dwyer and his friends have narrowed their focus for 2013. They intend to concentrate on the three marinas in the areas and Poonamalie, Beveridges, Narrows and Newboro locks.

The Friends of the Rideau pamphlets that the group distributes are *Be Rideau Loon Aware and Attention! Huards sur le canal Rideau*. The Friends website is www.rideaufriends.com.



Looking for lost ships and naval history at York Factory, Manitoba

Courtesy the Fara Heim expeditionary team leaders, David Collette and Johann Straumfjord Sigurdson

David Collette is Canadian-born and a USPS member. His uncle, Johann Straumfjord Sigurdson, is also a Manitoba Ice-lander. They organized the Fara Heim expedition to travel from Canada to Reykjavik, Iceland over a 3-month period while searching at predetermined locations for evidence of Norse presence. (See Port Hole, Summer, 2012) While preparing for their expedition down the Nelson River last year, they learned about one of the most significant battles in Canadian history and the largest naval battle in the North American Arctic. Their current expedition is to find artifacts.

In September, 1697 Captain Pierre Le Moyne D'Iberville, a Canadian by birth born to French parents from Normandy (he was of Viking descent), and his ship, the *Pélican*, were anchored at Port Nelson in Hudson Bay. He had sailed with a fleet of warships to disrupt and destroy the British presence in the Canadian North. The *Pélican* was a third-rate man of war 44-gun 200 foot frigate with a battle tested crew of 150 sailors.

Before the battle, the *Pélican* became separated from the rest of the French squadron in heavy fog, but D'Iberville elected to forge ahead. This set the stage for a little-known but spectacular single-ship action against heavy odds. As the *Pélican* sailed south into clearer weather, she approached the trading post of York Factory, and a group of soldiers went ashore to scout out the fort. Captain D'Iberville remained on board the *Pélican*. While the shore party was scouting the fort, D'Iberville saw the sails and masts of approaching ships. Thinking the rest of his squadron had arrived, he set off to meet them. D'Iberville realized that the ships were not French, but were, instead, an English squadron when one fired a shot across the bow of the *Pélican*.

The English squadron comprised the Royal Navy warship *Hampshire* under Captain Fletcher, mounting 50 guns, the Hudson Bay Company's *Hudson's Bay* (200 t) commanded



by Capt. Nicholas Smithsend and mounting 32 guns, and the Hudson Bay Company's *Dering* (260 t) commanded by Capt. Michael Grimington mounting 36 guns.

D'Iberville, his shore party out of reach, elected to give battle. It began as a running fight, but after two and a half hours, D'Iberville closed with the English and a brutal broadside-to-broadside engagement took place between the *Pélican* and the *Hampshire*. The English seemed to be gaining the upper hand with blood running from the scuppers of the *Pélican* into the water. Captain Fletcher demanded that D'Iberville surrender, but D'Iberville refused. Fletcher is reported to have raised a glass of wine to toast D'Iberville's bravery when the next broadside from the *Pélican* detonated the *Hampshire's* powder magazine. The *Hampshire* exploded and sank.

The *Hudson's Bay* and the *Dering* seem to have played only a limited supporting role in the final stage of the engagement. The *Hudson's Bay* was damaged and struck its colours to *Pélican* after the *Hampshire* blew up. *Dering* broke off the engagement and fled, but the *Pélican* was too badly damaged to pursue.

The *Pélican* was also fatally damaged in the battle. Holed below the waterline, the *Pélican* was grounded as close to the shore as possible and D'Iberville got his sailors off the ship. He also removed several cannon and marched to capture the Hudson Bay Company trading post at York Factory. The arrival of the remainder of the French squadron shortly thereafter led to the surrender of York Factory on September 13, 1697.

The Hudson Bay employees captured at York Factory included Henry Kelsey who was the first European to set foot on the prairies of North America and see bison. Journals kept by York Factory employees record the locations and events of the Battle of Hudson Bay. Naval and Hudson Bay maps also record landmarks and data points that show where the battle occurred.

Captain D'Iberville went on to found Biloxi, Mississippi

and find the source of the Mississippi River. He was responsible for the creation of the French settlements in Louisiana and finally died in Cuba, on July 9th 1706, of yellow fever. He was seven days short of his 45th birthday. This is the story of one of the most influential persons to live in North America before the founding of Canada or the United States.

The *Fara Heim* team will spend two weeks living in a polar bear proof enclosure at York Factory in Manitoba. From this base they will conduct both land and sea searches, primarily for Pierre's ship and secondarily the British man of war. Pierre's ship is expected to be found on dry land due to isostatic rebound and changing topography. Isostatic rebound is an effect where the land is slowly rising from the position it sank due to the weight of the mile thick glaciers of the last ice age.

They will use ground penetrating radar on the ground and tow a magnetic anomaly detection system through the water to find the ships. With over 100 cannons in the water they will use the same techniques used to find submarines. Hudson Bay is less than 100 feet deep where the ships sank and there is a sandy bottom. This combined with little debris on the ocean bottom offers hope that any metal like a sunken cannon will be easily illuminated by the detection gear.

Side scan sonar will be used to map the bottom of the Bay. The team will turn over their data to the Government of Canada and Manitoba for future expeditions.

Explore with *Fara Heim* by visiting: <http://faraheim.com>

How safe are Canadian boaters?



**Information compiled by Joan Eyolfson Cadham
Saskatchewan Power and Sail Squadron**

According to the Lifesaving Society 2012 Drowning Report, there is an increase in drownings among 18-to-24-year-olds and 25-to-34-year-olds. Year after year, eight out of 10 drowning victims are male, but in the 18-to-34-year-old age range, nine out of every 10 victims are male. Swimming is riskiest on hot, humid days when you might be dehydrated and suffering heat exhaustion without quite knowing it.

Also, says RCMP Sgt. Paul Dawson, quoted in the Regina Leader-Post, "Driving a vehicle can be a very safe activity, but if you mix it with other things, it can become dangerous. Swimming is the same way. If you mix swimming with alcohol or if you exceed your ability to swim, that's when you can get into trouble."

The Canadian Red Cross (CRC), with support from Transport Canada's Office of Boating Safety, conducted 18 years of research to provide a profile for prevention, as well as a guide

for survival for current and future boating enthusiasts, including owners and passengers of a variety of motorized and human-powered water craft. The results were published in 2011 as *Boating Immersion and Trauma Deaths in Canada: 18 Years of Research*.

The following quotations are taken, with permission, from the 75-page report:

The marine environment can be harsh to the unprepared boater, and so year after year about 40% of drowning deaths from immersion in Canada involve boaters, and boating is the leading cause of fatalities from immersion and other water-related injuries. This report includes an overview of 18 years of research data on all deaths involving boats in Canada, with the main emphasis on recreational incidents.

Sadly, year after year boaters continue to remain unaware of or ignore fundamental yet simple principles of boating safety, and many die. Canadians who faithfully fasten their safety belts and avoid alcohol in the much less dangerous traffic environment embark onto the water without the pro-

tection of a properly worn flotation device, often in boats that are unsafe except in ideal conditions. Many boaters are weak swimmers or cannot swim at all. Although alcohol is ill advised while boating for both operators and passengers, purchasing and loading supplies of alcohol into the boat frequently takes priority over a visit to a reputable boating shop to ensure that the operator and all passengers are fitted with a safe and comfortable flotation device, appropriate to the nature of the boating activity.

Similarly, while many drivers assess weather and road conditions prior to travel by road, few verify marine weather and water temperatures before setting off in their boats. Boaters are also unable to easily access safety reviews of boats and flotation devices prior to purchase, including performance under adverse weather conditions such as wind, waves, and cold. Safety performance data for motor vehicles and for related safety equipment such as seat belts, airbags, and child restraints are available at various sources such as Transport Canada and the U.S. Insurance Institute for Highway Safety.

Between 1991-1995 and 2006-2008, the proportion of recreational fatalities increased from 83% to 90%, occupational fell from 14% to 8%, and attempted rescue remained constant at about 1%. Recreational boating accounted for 85% of immersion deaths, including drowning and immersion hypothermia and 91% of boating trauma deaths.

BODY OF WATER Overall, lakes (including ponds and reservoirs) were most frequently involved in boating immersion deaths, followed by rivers and oceans. The proportion of deaths on rivers was significantly greater for unpowered boats.

POWERBOATS 90% of victims were boating in or being towed by a powerboat. PWCs and large powerboats

were disproportionately associated with death by trauma as compared with death by immersion. Small open powerboats and size unknown powerboats, probably mainly small, were frequently involved in both trauma and immersions deaths.

PERSONAL WATERCRAFT While PWCs accounted for only 2% of powerboat immersion deaths, they were involved in 28% of powerboat trauma fatalities, including the 2% of cases where the person was being towed by a PWC. Furthermore, PWCs contributed to some of the unpowered trauma deaths: in one case, a canoeist was fatally injured after being struck by a PWC.

RISK FACTORS Frequent risk factors included rough water, strong winds, standing up in craft, overloading, collisions, and dangerous manoeuvres such as turning abruptly. At least 5% of power boaters died after they fell in and the boat continued on without them, possibly due to lack of a dead man's engine cutoff, or non-use even when present. Such boats were often observed circling empty by bystanders on shore.

The links to the updated version "Boating Immersion and Trauma Deaths in Canada: 18 Years of Research." http://www.redcross.ca/cmslib/general/2011_boating_fnl.pdf http://www.croixrouge.ca/cmslib/general/2011_navigation_fnl.pdf

Permission is granted to use information from the Boating Immersion and Trauma Deaths in Canada: 18 Years of Research, credit Canadian Red Cross. While use of this material has been authorized, Transport Canada shall not be responsible for the manner in which the information is presented, nor for any interpretations thereof.



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CPS-ECP Flag Frenzy



United States Power Squadrons Deliver the CPS-ECP Anniversary Flags

CPS-ECP 75th Anniversary Flags were delivered by USPS Chief Commander John Alter and received by CPS-ECP Chief Commander Richard Bee on May 5th at the Windsor Yacht Club.

Photo: James Atkinson



York East and York West Flag Relay Event on CBC

The sun was shining brightly and summer was truly in the air on May 30, 2013. With the Toronto Sailing and Canoe Club as the backdrop, the cameras were rolling as two Toronto Marine Unit Police Officers piloted their fully restored antique wood launch past the fleets of sailboats and dragon boats and into port for a perfect docking. Chief Commander Richard Bee was aboard, carrying the CPS-ECP 75th anniversary flag on its journey across the country. On shore, a crowd had gathered, holding CPS-ECP 75th anniversary balloons and miniature flags. The flag was ceremonially dipped into Lake Ontario and after some opening remarks by Walter Kowalchuk, Executive Director, and Richard Bee, Chief Commander the flag was transferred from Squadron to Squadron before being sent on its way East. – Bradley Schmidt
See the CBC segment at: <http://bit.ly/CPS75th>

Photo: Vanessa Schmidt



HRH Prince Philip Receives his Commemorative Flag

Our patron, HRH Prince Philip, with the CPS-ECP 75th Anniversary flag in his library at Buckingham Palace. In early May, HRH received this Commemorative Flag and was delighted to contribute to our anniversary celebrations.

CPS-ECP Anniversary Flags on the Trent-Severn and Rideau Canals

Britannia-Rideau Power and Sail Squadron celebrated Canada Day and the CPS-ECP 75th Anniversary on the same day. The East bound Anniversary Flag took a dip in Rideau Canal before continuing East.

At the start of the May Long Weekend I raised the CPS-ECP 75th anniversary flag at my cottage on the Trent Canal near Bolsover. Many passing boats sporting the CPS-ECP burgee have blown their horns or whistles in salute. Two boats in particular are memorable — the first boat's captain blasted his air horns, hollered something like "Ya 75 years" then standing at the helm of his fly bridge held an impressive salute, the second boat swung around in a slow circle repositioning itself to give the assembled crew time to stand by the starboard rail and salute as they passed. In a fitting tribute the second boat's captain also dipped his squadron's burgee. The spirit of 75 years seems to be alive and well within CPS-ECP. – Donald Macintosh

More photos of all Squadron events at:
<http://www.flickr.com/photos/cps75th/sets/>



Book Reviews

The End of Membership As We Know It: Building the Fortune-Flipping, Must-Have Association of the Next Century, Sarah L. Sladek, Association Management Press, Washington DC, 2011, ISBN 978-0-88034-343-5

“Coupled with social changes that have emerged in the last 20 years, such as work-life balance and a societal movement away from conformity towards individuality, we now have generations with dramatically different needs, values, wants and expectations. Like it or not, joining an association doesn’t necessarily top the next generation’s list of things to do.”

That’s Sarah L. Sladek’s take on one of the reasons that many organizations are having problems recruiting and retaining members. Although Sladek is an American and her book uses American examples, and although she’s centred in a big city, there is much to be learned from her observations.

Concerned about declining engagement in membership associations, Sladek founded a company designed to help organizations identify their problems, make the necessary changes, and remain relevant to future generations.

And she doesn’t pull any punches. “Why is it only a handful of associations actually give leadership roles to younger members (age 46 and younger)? If you are thinking to yourself, ‘We tried that already and they didn’t want to lead’, then there was a flaw in your approach,” she says.

The values of that generation of younger people, she says, are different than the Boomers’. “Baby Boomers will join an association because they feel it’s the right thing to do... “ Generation X and Generation Y? They’ve never had job security. They never know when they will lose their job. They “tend to be focused on three primary objectives: the opportunity to lead, the opportunity to learn, and the opportunity to make

a difference.” However, they can’t manage board meetings that run several days, they don’t want long term board terms, and they do want action rather than meetings, doing rather than discussing.

Sladek’s 120-page book comes with solid examples, both successes and failures, and a good index. Her writing flows easily and her points are easy to follow, though you might be tempted to read the book with a yellow highlighter in your spare hand.

Radar For Mariners, revised edition, David Burch, International Marine/McGraw Hill, 2013, 240 pages plus index, ISBN-13 978-0-07183039-3 or available as an ebook

You’ve taken the CPS-ECP Radar for Pleasure Craft course and have learned all you can about the different types of radar equipment, their capabilities and limitations. You understand the available features and how they apply to your needs, and you have learned to navigate and to determine where you are by using radar. And, you know you will keep your course material close at hand for easy reference.

But what if you belong to the genre of people for whom all the information in the world isn’t enough, who delight in finding one more book on a pet subject? If that’s the case, then possibly this book by someone who received the Institute of Navigation’s Superior Achievement Award for outstanding performance as a practising navigator might be one possible addition to the CPS-ECP course. And Burch is fierce about learning. Just about any modern radar unit will make you and your boat about 80 percent safer, he says, “...once you take the time to learn to use it.”

Who Needs a Swamp? Who Needs an Iceberg? Who Needs a Jungle? Text and art by Karen Patkau, Tundra Books, Toronto,

2012, the first three books in Tundra’s A Wetland Ecosystem series

Weather is Canada’s favourite topic, Canada’s weather guru, David Phillips, said, speaking at the CPS-ECP conference in Edmonton. But, while we talk about it, we don’t do much about it although, he said, “recreational boaters and farmers are the best amateur forecasters.” Nature is beating us up, he said. “It’s brutalizing us more than in the past. And we are not adapting as quickly as we should,” Phillips said. “Young people, generally, are more aware.”

How do we ensure that young people are, indeed, more aware? Boatwise is the place to begin, of course. The CPS-ECP youth boating safety program explores concerns about the environment and weather. And now Tundra Books has begun an Ecosystem series of books by Toronto author and illustrator Karen Patkau. Each book answers the question: Why should we care about ecosystems? Who needs an iceberg, a jungle, a swamp? The answer is consistent. “We all do.” For example, the swamp cleans dirty water. The jungle supplies food, medicinal ingredients and oxygen. Without ice, the earth begins to warm up more.

The text is information rich but easy to follow. The illustrations are lush and very detailed. And for the youngster who always wants a little more out of a book, there are glossaries and extra pages jammed with small illustrations and snippets of material.

Joan Eyolfson Cadham



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

There are times when we have to sit back, take some time and count our blessings. Fall is the time when we cottagers look back on the summer that was while we close the cottage before winter arrives. Then we may do other things but now we also look both forward and back.

Our fall thoughts may very well influence our winter activities. In looking back, our thoughts may take strange twists and turns. More than once, a summertime incident has convinced George to learn more about a subject, such as the year that George gave the old outboard to the neighbour. It didn't work - at least not well for George. He gave it to the neighbour who worked on it over a couple of weekends and after that it purred like a kitten. Learning about engine maintenance suddenly became more worthwhile for George.

There must have been any number of weather-related incidents to get him to take the Weather Course. I'm sure that the time the storm caught George as he was docking the boat was one. And wasn't he a sight coming into the cottage soaked to the skin? The humiliation of having to leave all his clothes on the porch and dripping his way to the bedroom to put on dry ones would have been enough to do it.

Will the rain never end?

David Phillips told those of us attending his seminar at the CPS-ECP annual conference that we should expect more extreme weather events. We've certainly seen those. Even George is getting tired of seeing yet another flood story on the news. On the other hand, George has come to appreciate the resilience we all have - especially collectively - and you need a certain resilience to deal with the trials and tribulations of cottage life.

At least in part of the country, water levels seemed to be somewhat improved over last year. This year George managed to avoid finding the bottom too often but a time-honoured expression keeps coming to mind. How many times have we said that we would do something "come Hell or high water"?

It's not uncommon at the cottage - we'll get things done. We expect problems at the cottage and we deal with them. We don't expect those problems at home but when they happen we all pitch in and help each other out.

"Come Hell or high water" there would be a Calgary Stampede after the towns of High Water and High River lived up to their names and Calgary looked more like Venice. They had the high water but people pulled together and did it.

Lac-Megantic is a picturesque lake surrounded by cottages and is the namesake of the town. The people of Lac-Megantic have seen Hell. Out of the ashes I have no doubt that the phoenix will rise again because people pulled together to help each other.

That is the best in us - strangers will pitch in to help. Whether it is people helping clean up flood-damaged homes, volunteers helping a town devastated by conflagration, or, on the small scale, neighbours helping each other when the need arises.

This fall George has been thinking about that. We never know what the future will bring, but George wants to be part of the solution. So, while he's closing up the cottage he's offering to help the neighbours out with the bigger jobs. They go faster and easier that way and it makes George feel good when he helps others.

George likes that good feeling and he's thinking of volunteering to help the Squadron this year.





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Story and photos by John Morris

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Florida locked in the 50s.

CUBA'S BY FAR THE BIGGEST ISLAND IN THE CARIBBEAN. ROUGHLY 1,200 KM LONG X 200 KM WIDE AT ITS WIDEST POINT WITH SOMETHING LIKE 3,700 KM OF COASTLINE IT'S THE IDEAL DESTINATION FOR CANADIAN BOATERS, RIGHT?

Canadians can and do go by boat to Cuba but it's not always simple. The Cuban government, the American government and the currents in the Straits of Florida complicate passage but don't let any of those deter you. For those who do cross to the land of sunny Latin skies and the convertible peso, there's a quite reasonable array of marine facilities and a very warm welcome.

If you are one of the million plus Canadians who flipped down to Cuba by plane last year for a holiday week in the sun, you are well familiar with the generous people, beautiful scenery and a superb assortment of cocktails. If you go that further complex step to work your way down the US coast by boat via the ICW into the Caribbean and head for, say, the Hemingway Marina in Havana, you'll discover all that and a whole lot more.

The US embargo complicates, but does not impede the voyage. US citizens and their boats do have restrictions, but Canadians should be able to make the voyage no problemo. Despite anything you may have heard Canadians can retrace their path north through Florida and the Inter-Coastal, although how you are treated as you re-enter the US reportedly varies with where you arrive and the mood of the individual Homeland Security officer. Be polite, be braced for a possibly crusty reception and have those fine Canadian documents at the ready.

HEMINGWAY MARINA

Never mind those details—let's take a look at Cuba beginning with Havana's Hemingway Marina. In the west end of the city, not far from the luxurious homes of Miramar where the most affluent Cubans lived prior to 1959, Hemingway Marina looks like a very plush residential canal development. Originally created in the late 1950's, as Residencial Touristical Barlovento the plan was to develop 633 plots of land along four man-made canals, similar to developments in south Florida.

Hotels and a casino were also planned, though only one hotel, Hotel El Viejo y El Mar (The Old Man and the Sea Hotel), was built. This was during the wide-open (read 'Mafia run') days prior to the revolution and Frank Sinatra was the vice-president of the company along with key family members. It was only partially completed before the revolution in 1959; today there are a lot

of Florida Cubans who have disputed claims to the properties.

During Cuba's Soviet era it was home to technologists from the USSR and in the 80s when they departed it passed to the Tourism Ministry who today operates it via its company Marlin Marinas Business Group, a company that operates all the marine facilities in Cuba including another

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↑ Club Náutico Internacional Hemingway de Cuba.
 ↗ Canadians can freely come to Cuba and stay.

half dozen marinas around the island.

Today, it's a beautiful marina setting with some facilities that are enjoyed by visiting boats from all over. The marina itself looks like neighbouring Florida—canals with similar gracious homes and boats moored adjacent. And more or less, that's exactly what it is.

The flags represent Canada, European and other countries and even a smattering of Americans. Rates range from 50cents/foot/day with power to 25cents without and less on an annual plan. And there you are in paradise and a \$10 cab ride from the fabulous paladares and sites of Havana, a cosmopolitan, if desperately in need of a fix-up, city of 1.5 million.

THE CLUB NÁUTICO

Prior to 1959 Cuba was home to a hundred yacht clubs, today the country's only club, Club Náutico Internacional Hemingway de Cuba is within the marina. While no Cubans own private yachts CNIH exists as an internationally active entity thanks almost entirely to the efforts of its commodore José Miguel Díaz Esrich. Esrich's personal background and credibility—he was a Cuban navy fleet commander and retired in 1991- combined with his passion for the idea of a global yacht club has convinced the Cuban authorities to allow the club to flourish. In 1991, Esrich started to work at Marina Hemingway as advisor to

the development of the emerging recreational boating in Cuba and from that sprang the concept of his now well rooted yacht club. The hope is to draw the world's yachting community to their improving facilities and derive the income that comes from affluent boaters and their needs.

The club was founded in 1992 without much more than a vision and Esrich's enthusiasm. Today the club's striking premises take up what was a private residence on Canal D and is an ideal facility. The commodore helps its 2,000-plus members from 45 countries, with route and tourism information then when they are actually in Cuba, he helps with practical matters like finding mooring and fuel, which are

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↑ Morro Castle has guarded Havana's Harbour since the 16th century.
 → CNIH's commodore José Miguel Díaz Escrich.

not always in easy supply. (Cuba has eight marinas that welcome visitors—Marina Hemingway, Marina Dársena Varadero, Marina Callo Guillermo, Marina Santiago de Cuba, Marina Cienfuegos and Marina Cayo Largo Marina Tarará and Marina Trinidad) As well, the club has a commitment to Cuban kids who get training in Optimists, Snipes and other dinghies.

It also periodically hosts the international billfishing tournament “Ernest Hemingway”; the 63rd edition was held last June. Boats from the U.S., Canada and South Africa took the lion's share of the prizes that in the waters off northern Havana. Crews from Colombia, Mexico, Italy, Cuba and France also took part.

CANADIAN OLÉ

Canada is the biggest single source of tourism to Cuba, so it's not surprising that MINTUR, Cuban Ministry of Tourism, has its eye on the True North as a source of boaters too. Their survey of the Canadian market indicated that while approximately 5,000 Canadian boaters navigate south every winter, only perhaps 20 head to Cuba. Commodore Escrich visited the Toronto International Boat Show in 2003 to specifically invite Canadians to visit. A long list of Canadian yacht clubs including the National Yacht Club, the Yacht Club de Québec, the Oakville Club and, yes, the Royal Canadian Yacht Club all have reciprocal privileges with

HNIC as do 30 other clubs around the world. Even some in the USA.

Certainly cruising to Cuba is in the future for Canadian boaters. Currently, insurance can be a problem on top of the navigational and political issues, but undoubtedly those issues will resolve themselves as demand increases. Bareboating is also an option; Go Sail Cuba, Alboran and others offer bareboat and crewed charters (priced in Euros) out of Cienfuegos and Inter Yacht Charters lists 25 boats available for charter. With all the possibilities and all that coastline it's easy to image Cuba becoming a primo boating destination for Canadians. Get there before our neighbours to the south find out that there's a boating paradise 100 miles south of them. ■

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At the conference, issues to be covered include Vancouver to Alaska cruising, the demand for berth space in the north-west Pacific, servicing larger visiting yachts, addressing the lack of information available to captains on facilities in the North-west coast, and a look at regional customs regulations, provisioning, maintenance and refit facilities.

The Yacht Show will feature a dazzling display of new-buildings, yachts for sale and charter, with ample opportunities for networking, entertaining and on-board viewings.

For more information about the Pacific Yacht Industry Forum, or to discuss your company's participation as speakers, sponsors, or exhibitors, please contact me now:

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The logo for Quaynote communications features the word "Quaynote" in a large, dark grey, sans-serif font. Below it, the word "communications" is written in a smaller, orange, lowercase sans-serif font. A stylized orange wave graphic is positioned under the letter "y" in "Quaynote".



TIMELESS TONGA

CHARTER SAILING IN A POLYNESIAN PARADISE

Story and Photos by Larry MacDonald

WHEN ONE THINKS OF TONGA IN THE SOUTH PACIFIC, THE MIND CONJURES UP IMAGES OF A POLYNESIAN PARADISE—WHITE SAND BEACHES ON LUSH TROPICAL ISLANDS, SPRINKLED LIKE EMERALDS ON A TURQUOISE SEA. SUPPLEMENT THAT IMAGE WITH QUIET ANCHORAGES, WARM BREEZES AND CRYSTAL-CLEAR WATERS AND IT'S UNDERSTANDABLE WHY TONGA IS CONSIDERED ONE OF THE WORLD'S PREMIERE SAILING DESTINATIONS.

GETTING THERE

Tonga's remoteness, about 1300 nautical miles northeast of New Zealand, may be partly responsible for the islands retaining their unspoiled beauty and timeless character. But for Canadian charter sailors, it's a long way off: 17 hours flying time from Vancouver on three different airlines. We know, we've been there—and

would return in a heartbeat. It's amazing how quickly travel fatigue is dissipated by the anticipation and excitement of visiting a new culture.

My wife Sandy and I, with our friends Barry and Joan, scheduled a bareboat sailing charter with The Moorings for two weeks in March. Our flight departed from Vancouver, via Los Angeles, to the main island of Tongatapu where we spent a few hours exploring the bustling capital city of Nuku'alofa. Its numerous small shops and markets interspersed with palaces and temples was a world away from life back home. Our one-hour flight on Real Tonga airlines to the Vava'u Islands would take us even further back in time.

SETTING OUT

After a restful night's sleep at Boathouse Apartments overlooking Neiafu Harbour, we walk to The Moorings dock, where Sirocco, our 41' Beneteau gleaming in the sunshine, is

awaiting our arrival. After stowing our gear, we receive a thorough boat and chart orientation; then take a short cab ride into downtown Neiafu to purchase provisions. The experience is enlightening—and most likely amusing to the locals. Following a visit to the ATM to obtain Tongan currency, we fill the trunk with items from several small grocery stores, a bakery, meat supplier, wine store, and an outdoor market. The sun is hot and the pace slow. We enjoy practicing the language and learning the currency, which initially involves holding out a handful of cash and allowing vendors to pick the correct amount!

Vava'u is a cluster of 50 islands scattered across 15 miles of ocean, protected from swells by outlying reefs. The Moorings' navigational chart of this area identifies 42 designated anchorages, half of which are approved for overnight in prevailing southeast winds. The area is small enough that one can sail from one end to the other in just ▶



➤ A beautiful child gazes shyly while we peruse Betty's handmade baskets in her panga. ➤ End of another glorious day in a Polynesian Paradise. ➤ Sailors from around the world enjoy a Tongan feast.



a few hours. Yet, it's impossible for us to see it all during our two weeks. However, we do manage to visit a few villages and more than a few deserted islands for beachcombing, snorkeling and replenishing our souls.

THE FRIENDLY ISLANDS

Waves lap softly against our hull; a rooster crows; church bells ring. I peek through one eye at my watch. It's 5 am. What? Who goes to church at five o'clock on a Sunday morning? In the village of Matamaka, everyone does—all 350 islanders, young and old, attend church at 5 am, again at 10 am, and then again at 4 pm. Religion is a very important part of Tongan culture.

Anchored just off a crescent beach bordering the village, we tie our dinghy to a coconut tree and amble ashore to explore. Almost immediately, we receive a warm welcome from Fa'aki and her

husband Ben, who live in a small house with their five young children. In very good English, they graciously offer to show us around. Six churches, a school, playground, Kava House and an array of small houses line the dirt path that meanders through the village. Only the churches and the Kava House have electricity; which means there are no refrigerators, stoves, washers or any other electrical conveniences that we Canadians take for granted. Domestic pigs, dogs, and chickens wander about; columns of smoke rise from outdoor cooking pits. Everyone we meet smiles shyly and says hello ("Malo e lelei"). Captain Cook, in 1777, called Tonga "The Friendly Isles" and it's obvious why. We feel like we have been transported back a couple of centuries when people lived off the land and sea, bonding together to ensure survival.

As we pass the Kava House, Barry

asks: "What goes on in there?" Ben invites us into the small building occupied by a half-dozen men sitting in a circle on the matted floor. Kava is a brown, watery drink made from the dried roots of a pepper plant. It is widely used as a ceremonial drink throughout most of Polynesia. The Kava House serves as a meeting place, mostly for men. After introductions, we are offered half coconut shells as cups and invited to try it. We describe our first taste as bitter with a slight tingling of the lips and tongue. The men smile approvingly with stifled laughter. Apparently, after a few drinks, the effect is a feeling of calmness, which to Tongans represents renewal. After our drink, some conversation, laughter, and an awareness of the importance of this tradition in the daily lives of Tongans, we bid farewell and return to the boat.



➤ Swallow's Cave, a cavernous home for nesting swallows, can be explored by dingy. ⚡ Giggling students are delighted with our visit to their classroom on Hunga Island.



On the most western island of Hunga in front of Ika Lahi Lodge, we tie to a mooring buoy for \$10 Tongan (about \$6 Canadian). In anticipation of a visit to the village school the next morning, we gather up some school supplies and children's toys we had brought with us. Our visit is delightful. The principal holds an impromptu recess and invites us inside. Although the children are initially reserved, Sandy and Joan, both teachers, soon have them gathered around, intent to learn some Canadian English (eh?) and to sing along "If you're happy and you know it, clap your hands..." Later, we meet an elderly woman who proudly shows us her beautiful flower garden and then offers us a few mangos. She reluctantly accepts our handful of change. Tongans, we discover, are extremely generous, preferring to give rather than receive.

SIMPLY BREATHTAKING

During our chart briefing, we were advised about a centrally located Tongan Feast, which is attended by a score of sailors from various countries. Guitars and drums accompany graceful young dancers, followed by an authentic meal of local foods. Conversation mostly involves things to see and do in the islands. Everyone has his or her favourite snorkeling reef

or secluded sandy beach.

One of our favourites is Maninita, a small island furthest south, designated as a bird sanctuary. Under sunny skies and brisk easterlies, we beam reach for a couple of hours with two other charter boats. Along the way, a school of Spinner dolphins play in our bow wave. Upon arrival, a serpentine turquoise path leads through a matrix of coral to a sheltered lagoon. ▶

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➔ Larry, Sandy, Joan, and Barry aboard their Mooring's charterboat Sirocco.

Boobys, petrels, terns, and various other sea birds circle the forest canopy as we respectfully explore this special place blessed by nature. The shallow reefs are teeming with colourful fish; the beaches look and feel like granular sugar. Designated as a “day anchorage,” we reluctantly weigh anchor and retrace our route to picturesque Taunga Island, with its tidy little village in which a young man named Joel proudly shows us around, Alice gives us a bag of mangos, and Betty sells her handmade woven baskets from a panga (small boat).

One of the more breathtaking experiences, literally, is Mariner's Cave. The entrance to this submerged cave is three metres down, four metres horizontally beneath an overhanging rock, and another three meters up into a cavernous limestone grotto. Some local knowledge and commitment are required for this dive. Two fellow charterers, who had dove it last year, supply the local knowledge. Since there are no signs indicating the entrance, they dive first and don't return, which means either that this is the right spot or they're never coming back! I take a deep breath and commit—popping up inside with a desperate gasp for air.

Standing on a ledge, our ears plug each time the misty air is compressed by the incoming one-metre swell. Going out is less intimidating as sunshine streams through the opening. Incidentally, you can practice for this feat by diving, with mask and flippers, underneath your sailboat's keel from one side to the other.

Nearby Swallow's Cave is another popular natural feature, so named for the swallows that reside therein. This large cavern at the waterline can be entered and explored by dinghy, which suits my non-committal crew just fine!

Each morning on VHF Channel 26, sailors are provided with tide and weather information. Most days we get a mixture of sun and cloud with 10- to 20-knot breezes providing comfortable sailing. On our last day, 30-knot “breezes” prompt a reefed jib and main. Charging back to The Moorings base, we're totally pumped and at the same time saddened as we approach the end of our adventure.

After lifting off the runway and gaining altitude, we peer out the window at our now familiar playground with the hope that this pristine paradise will always remain timeless and welcoming to future sailors. ■

CONTACT INFORMATION:

Tonga Tourism:

<http://www.thekingdomoftonga.com>

The Kingdom of Tonga is an authentic and compelling mix of centuries-old culture, history, and traditions. Its relaxing combination of unhurried lifestyle and natural beauty is the true South Pacific. Tourists are sure to receive a generous and genuine welcome from the people of the “Friendly Isles.”

Real Tonga airlines:

<http://www.realtonga.to>

Real Tonga provides daily flights (except Sundays) from the main island of Tongatapu to the Vava'u Islands. They will also assist with accommodation and arrange tours within the Kingdom of Tonga.

The Moorings:

<http://www.moorings.com> (or)

<http://www.mooringsnewzealand.co.nz>

The Moorings charter base in Tonga offers bareboat and skippered sailing yachts, both mono-hulls and catamarans, ranging from 33 to 46 feet. Line-of-sight navigation, minimal tidal changes, and well-protected harbours make for the easiest cruising in the South Pacific. Plus, the Vava'u Islands are a breeding ground for humpback whales making them a common sight for sailors from July through September.

Boathouse Apartments:

<http://boathousetonga.com>

This newly renovated apartment-style hotel, with Tongan ambience, is managed by The Moorings Yacht Charter operation in Vava'u. It is within walking distance of the Moorings base and Mango Cafe, just 200 metres to downtown Neiafu, and 15 minutes from the airport.



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When it comes time to haul out this year, plan to give all your underwater gear a close inspection, measure and replace your anodes now and know you are ready for next season. In the fall, you can do this at your leisure. Understandably, we seem to be in a rush to launch again each spring and once the boat is in the water, replacing anodes is difficult to say the least!

Anodes are available in three different metals; zinc, aluminum and magnesium. These days, we try to make environmentally friendly choices. Boat owners seeking a “greener” sacrificial anode have an option that works better than the old, familiar zinc versions while costing less: aluminum anodes.

Aluminum is a far better environmental anode choice than zinc. Though zinc is a heavy metal—not particularly desirable to have in excess quantities in water—the big concern is with the percentage of cadmium that zinc anodes must contain in order to work as anodes.

Cadmium is a nasty heavy metal, with its use and disposal becoming increasingly restricted and regulated. In anodes, it's of considerable concern to scientists studying estuarial pollution and



✦ A badly corroded stern drive needing major parts replacements. This should never have gotten this far—white blemishes advancing that far indicates lack of anode protection. Don't forget that each engine and drive manufacturer specifies internal anodes that need periodic replacement as well. Replacement anode kits for all major manufacturers are now available in aluminum.

its inevitable presence in aquatic life, especially once in the human food chain.

Fortunately, boat owners already have a safe and cost-effective alternative in aluminum anodes.

Leading commercial vessel operators have used aluminum anodes for years. Propulsion system manufacturers such as Mercury Marine standardize aluminum anodes to protect their marine engines, as well as specify them as OEM replacement parts.

So why do boaters still cling to zincs? Old habits die hard, and most people don't pay anodes much thought, let alone understand how they work. An anode's purpose is to protect expensive metal components from

galvanic corrosion. The simple science is that when a boat is in the water, its various metal components are exposed to galvanic corrosion, though not all corrode at the same rate. Those that corrode fastest are “least noble,” while the “most noble” corrode most slowly.

This is why relatively low cost, replaceable sacrificial anodes are made from less noble metals. The inexpensive anode is sacrificed, rather than the costly propeller shaft, engine, rudder, engine cooling system, refrigeration condenser, or even the hull.

While anodes may appear to be fairly inert pieces of metal, they are actually sophisticated pieces of anti-corrosion engineering. Their

complexity lies in that they are truly alloys, made to an exacting specification in order to sacrifice effectively, but at a controlled rate. Aluminum anodes, for example, contain trace amounts of indium and other components to help them perform properly.

The U.S. Navy has done very extensive work on determining the alloys, composition and, importantly, the production process to create effective sacrificial anodes. Consequently, the Navy's MILSPEC for anodes has become "the global benchmark for shipyards and ship owners," says John Mitchell, president of leading anode manufacturer CMP Global, headquartered in Vancouver, B.C.

Anodes that wander too far from the specifications won't work, as various forms of surface oxidation will slow, or even halt, the sacrificial process. Be careful when inspecting your own anodes—if they don't seem to be sacrificing, other metals may be!

Apart from having the right composition for optimal protection, water salinity will affect the rate at which the anode sacrifices, and its overall effectiveness. In salt or brackish water, the anode material will be zinc or aluminum. While aluminum is superior across a greater range of salinities than zinc, the recommendation for vessels that operate only in fresh water is magnesium.

For our readers on inland fresh-water lakes or the Great Lakes, magnesium is the right choice. If the boat is going back and forth from fresh water to salt, aluminum seems to be the only answer. Aluminum does lose its effectiveness in fresh water but will begin working again once the boat enters salt water.

To provide better fresh water protection, a supplemental magnesium anode called a 'grouper' can be hung over the side of the boat."

But what about the cost of aluminum anodes, since it's a more expensive material than zinc? The rate at which an anode sacrifices is controlled by the surface area it presents to the water, and equivalent aluminum and zinc anodes will have the same dimensions. While pound for pound aluminum costs more than zinc, an aluminum anode will weigh less than half of its zinc counterpart

and should therefore cost less.

The big payoff though, is that aluminum anodes have a longer effective life. Cathodic protection specialist Paul Fleury, an ex-U.S. Navy nuclear plant technician and founder of Marine Services in Earlysville, Virginia, says that in terms of protective power, aluminum anodes have 3.5 times the energy of zinc anodes. They

also have 20% better self-cleaning benefits, in his experience.

When choosing replacement anodes, ask the chandlery or marina for the Navy's MILSPEC benchmark. The market contains many inexpensive anodes but most live up to the saying, "you get what you pay for."

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JACKETT & JOHNSON CREATE THE PERFORMANCE CRUISER

By Greg Nicoll

CANADIAN YACHTING MAGAZINE WAS INVITED TO BE ONE OF THE FIRST PUBLICATIONS TO TEST SAIL THE BLUE JACKET 40, THE FIRST IN A NEW SERIES OF PERFORMANCE CRUISING SAILBOATS DESIGNED BY TIM JACKETT IN COLLABORATION WITH BOB JOHNSON, CEO AND CHIEF DESIGNER AT ISLAND PACKET YACHTS.

On a stunning April afternoon, we sailed down the Manatee River out into Tampa Bay in a 12-14 knot breeze with a full main and a Quantum "screacher" maintaining 6.5 to 7 knots in what might be called a fairly close tack. On board with the Canadian Yachting team were Bill Bolin, VP of Island Packet, Steve McPherson, President of Navy Point Yacht Sales, Peter Leubner, VP of Sales at Navy Point in Sackets Harbor, New York and Shawn Bannon, Director of Sales at Navy Point in Port Credit, Ontario.

A cruising sailboat, you say? It's a sturdy, well appointed vessel that delivers comfort and security with a small crew. Alternatively, a performance sailboat is when you feel the rush accelerating both upwind and downwind, with the ability to tweak out

every bit of speed from the boat. Tim Jackett and Bob Johnson, with over 30 years each of building winning boat designs and 15 Boat of the Year award winning designs between them, have married their individual strengths to create the Blue Jacket 40, a bold and important evolution in the performance cruising sailboat market.

Island Packet, (IP) with 2500 yachts built and sold, has an amazing record of quality boats and satisfied customers. For some time they have been considering an expansion of their market into a sportier boat, but with the IP quality and feel. The opportunity presented itself when Tim started his own independent design office after many years as head designer with C&C / Tartan Yachts, and was contacted by his friend Bob Johnson, who had long admired and respected Tim's designs. Tim was quick to realize the great opportunity to work on this new project with Bob and the Island Packet Team. Bob made it clear from our initial conversation that the BJ 40 was Tim's design with Bob in a supporting role.

Cruising boats such as the IP, built to their customer's requests, are sturdy and stiff to handle weather that can occur during long passages, whereas performance boats need to be light, nimble and tough. To meet this complex union, Tim started by selecting a one

SPECIFICATIONS

Length overall	39'10" / 12.14 m
Waterline length	35'0" / 10.67 m
Beam	12'4" / 3.76 m
Draft	7'5" / 2.29 m
	5' 2" / 1.56 m shoal draft option
Displacement	16,500 lbs / 7484 kg
Sail area	810 ft. ² / 75.25 m ²
Power	40 hp diesel
Fuel capacity	40 gal / 151 L
Water capacity	110 gal / 417 L
Holding capacity	25 gal / 80 L

Boat supplied by: Blue Jacket Yachts, www.bluejacketyachts.com and Navy Point Yacht Sales, <http://navypointyachtsales.com>

piece hull moulded out of vinyl-ester resin infusion technology, supported by quadraxial E-glass and Divinycell® foam core for better-quality strength. This combination added stiffness while greatly reducing the overall weight. Additional features include freedom from decay, greater insulation and resistance to osmotic blisters plus a 10 year guarantee against blistering. The deck is a one-piece mould also using vinyl ester resin with quadraxial and biaxial E-glass. In a departure for Johnson, who has made a name for himself designing boats with full keels, the Blue Jacket 40 has a fin keel and balanced spade rudder. Of course, this configuration is stock and trade for Jackett.

The Canadian component to the Blue Jacket is the lead/antimony alloy ▶



↖ The large wrap around galley with premium solid acrylic countertops and integral fiddles makes preparing and serving food a breeze.
 ↗ Those who have lived with one have been heard to say, "Wow, it really is an IP!"

lead keel cast in NACA foil shape from Mars Keel of Burlington, Ontario. The keel is held firmly in place with 10 stainless steel j-bolts. There are two keel options: the standard deep keel with a draft of 2.20 m and the optional shoal keel with a 1.56 metre draft. Both keels are faired and finished with epoxy coating.

The Solent rig style, with a fully battened main, a Hoyt Boom® self tending working jib and the 150% masthead reacher (both on Harken furling systems) makes for easy sail management on a short handed cruise, or a single or doubled handed race.

The mainsail is effortlessly stored in the custom e-glass carbon fibre pocket boom with integral sail cover and lazy jacks. This allows for a full roach, high performance, fully battened mainsail that can be hoisted with the standard electric halyard winch and the Harken Battcar system. The double set of reefing lines lead aft to the cockpit and the mid-boom sheeting placement allows for a wide open cockpit for enjoyable cruising and dodger/bimini installation. On our down wind sail back to port, the Hoyt Boom® held its position and sail shape exceptionally well and gibing became a non-issue. The Hoyt system allows for self-vanging of the headsail and the double ended jib sheet leads aft to the Harken 50.2 STC chrome radial cockpit winches (electric winches are optional).

Tim chose the Edson® twin steering stations with stainless steel vinyl

covered destroyer style wheels and twin mounted binnacle mounted compasses. The twin wheels allow crew easy entry from the transom gate and optimum view of the sails from either the windward or leeward rail when heading to weather. For most racers, the years have taught us to adjust to the deck and cockpit layout and make the best of it. Not so on the BJ 40. The six-foot cockpit seats have ergonomically shaped back rests that serve the ardent racer or book reading cruiser equally well.

There are 2500 Island Packets out there cruising the world, many belong to IP Clubs or associations. Much like motorcycle riders that wave or nod to share their passion to fellow riders, so do Island Packet owners. Many of the first Island Packet owners that have come onboard the BJ 40 view the top sides of this new beast with a little reservation. However, when getting down below they have been heard to say, "Wow, it really is an IP!"

The history of superb craftsmanship and attention to detail that are the hallmarks of a Bob Johnson boat, are definitely alive and well on the BJ40. Elegant, functional and thoughtful designs are clearly evident in either the standard 3 cabin or the optional 2 cabin versions. The cabin is very spacious, airy and you get the feeling of openness with the many sturdy and seaworthy windows lining both sides.

A host of light fixtures throughout the yacht range from dimmable indirect LED strip lights for a soft ambience

in the living areas, to courtesy lights with a companionway control switch and strategically placed reading lamps. Much care has been given to selecting the sapele hardwoods, veneers and high pressure laminates for the bulkheads, cabinetwork and trim. The expert woodworking skills from decades of yacht building are shown beautifully in the solid, raised panel doors thorough the cabin. Custom to most IP yachts, is the large hinged table that services both settees. When not being used for a gourmet feast, it folds up easily against the bulkhead creating optimal space for quiet lounging and entertaining several close friends.

Whether charging down the Rhumbline, or gunk holing in your favourite cove, the galley is an essential part of the day's enjoyment. The large wrap around galley with premium solid acrylic countertops and integral fiddles makes preparing and serving food a breeze. A well thought out galley plan utilizing space to the max combines a large under counter stainless steel refrigerator/freezer drawer, microwave and a two burner LPG stove/oven with sealed cook top, that are first rate.

If you are looking for a boat that has met the design challenge of combining a yacht with a performance pedigree to both compete effectively around the buoys or meet the demand of offshore racing, and that still offers quality and comfort for enjoyable family cruising, this is a boat that should be seriously considered. ■

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ABOVE: J/88 hull #1 flying 3Di 760m mainsail and jib in Newport, RI. Photo courtesy J-Boats



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✔ The new electric glass aft bulkhead is plainly evident in this shot. So too are the transom doors, great cockpit seating and conveniently designed exteriors.



Sabre 38

Salon Express / Volvo IPS 400

FRESH TAKE ON A TRADITIONAL POWER YACHT

By Andy Adams

WE WERE REALLY LOOKING FORWARD TO VISITING TRUE NORTH YACHTS FOR THE OPPORTUNITY OF DRIVING THE ALL NEW 2013 SABRE YACHTS 38 SALON EXPRESS BECAUSE IT IS EQUIPPED WITH VOLVO PENTA IPS 400 POD DRIVES.

You may recall that we reviewed the 38 Sabre Hardtop Express back in 2009 and from a distance you would have trouble determining which is the newer model. The exterior styling cues continue that elegant downeast look, but when you get up close, the differences are significant. The Sabre 38 Salon Express is all new from the keel up.

This design has a larger salon area that is fully enclosed by a very handsome glass bulkhead in a polished stainless steel frame. The previous model was open and required canvas when you closed it up for the week, now you just lock the door and walk away.

Better yet, you arrive and unlock

the door! You are going to love spending time on this boat.

You'll normally step on board via the swim platform and you enter the cockpit through the substantial transom door. There you will now find a spacious aft bench seat with an attached table and this is a very neat feature; it slides forward and aft electrically!

Slide all the way back and you have large cockpit area. Slide it forward and you have a large swim platform plus, the table is now closer to the second bench seat in the cockpit which is facing aft against the glass bulkhead. This makes an outdoor dining table with seating capacity for five or six people.

On the topsides, Sabre has continued many of the boat's excellent features with substantial welded stainless steel rails, excellent and well-placed cleats and hardware including horn style aft mooring cleats, polished stainless steel anchor roller and best of all, wide, flat side decks that make it easy to get around the boat.

The salon is very typical, high quality Sabre. The top-notch cherry wood interior that's handcrafted in Maine has few equals in this size of yacht. ▶

SPECIFICATIONS

Engines:

Twin Volvo Penta D4 300HP engines linked to VP IPS drives 3.7l (4) cylinder fresh water-cooled Includes Volvo electronic controls Volvo Active Corrosion Protection system, GPS receiver and NMEA backbone.

ENGINE RPM	SPEED MPH
Idle	5.2
1000	7.0
1500	9.9
2000	12.2
2400	16.4
2830	23.0
3000	25.3
3170	28.8
3500	33.5
3620	35.2

CRUISING SPEED rpm / mph
3170 / 28.8

SPECIFICATIONS:

LENGTH: (w/o anchor pulpit or swim platform) 38' / 11.59m
 BEAM 13'4" / 4.06m
 WEIGHT. . . (est. full load) 21,500lbs / 9773kg
 FUEL CAPACITY 300 gal / 1125 L
 WATER CAPACITY 100 gal / 380 L
 WASTE CAPACITY 40 gal / 150 L

PRICE: \$609,000 USD
(as tested, manufacturer base price)

Test boat provided by and price quoted by: True North Yachts, www.truenorthyachts.ca

Performance data by: Sabre Yachts, www.sabreyachts.com

SABRE YACHTS



✦ Few yachts equal the quality of cabinetry and finish that is the hallmark of all the yachts in the Sabre line.

As you unlock the bulkhead door and step in, you'll find a cabinet on the starboard side that conceals a flatscreen television on a mechanical lift. This also provides handy storage space for small items, encloses the audio system controls and more.

Opposite on the port side is a raised dinette with a high-low table. This inlaid table is most impressive and you could easily seat four to six people in comfort on the benches. Some storage is offered underneath. Sabre is very good at finding useful little lockers and cubbies for your convenience and the air-conditioning system is enclosed under the seats to keep things quiet.

The mate's seat backrest has a clever articulating feature that allows the dinette to convert to a comfortable double-wide companion seat facing forward at the same level as the helm seat.

Again, Sabre has continued to equip the 38 Salon Express with a Stidd helm seat that has a wide range of adjustments for maximum comfort, built-in footrest and swivels to join the party as well.

A wood rimmed steering wheel seems totally appropriate for this boat and this tilts for added comfort. We liked how the controls for the Volvo Penta IPS engines were mounted. It allowed us to rest our arm comfortably for precise throttle control even in rough going. The joystick docking control is mounted on the side just where you'd want it.

The dashboard offers plenty of room for mounting your navigation

electronics and the twin Volvo Penta engines are always feeding information to the Volvo digital control display.

Maybe it's a sign of the times, but we noticed that the 'good old' compass is almost out of sight and lost on the forward side of the dashboard area. Many owners will probably never need it but I'd like to see it more easily read, just in case.

Overhead, our test boat was equipped with a substantial electric sliding sunroof. This is really the way to go these days. In seconds, the side glass slides open, the sunroof slides open and a large section of glass in the aft bulkhead opens as well, allowing the 38 Salon Express to make the most of glorious summer weather.

The galley offers a composite countertop, 2-burner ceramic cooktop and a huge polished stainless steel sink, and we really like the double drawer Vitrifrigo undercounter refrigerator and freezer and built-in Haier microwave.

The four drawers include dividers for cutlery, there's a large locker under the sink and an excellent slide out bottle and spice rack. An interesting feature is the ability to open up the galley to the forward stateroom. The privacy bulkhead has a TV mounted on the forward side for use in the master.

The main breaker panel is handy in the companionway below the helm. Under that is the head with a full fiberglass liner, opening porthole, opening deck hatch and separate enclosed glass shower stall. The hardware is elegant and we liked the glass vessel sink as well as

the louvered cherry wood vanity door.

Below the main salon there's a comfortable sitting area that is open to the port side of the galley and can offer additional sleeping accommodations. And outboard of that below the helm station there is a huge storage locker for dry goods and extra gear.

The master stateroom is in the forward vee and includes a queen-size berth, more of that elegant cherry wood cabinetry with five drawers under the berth itself, cedar-lined locker, overhead storage areas all around and an opening deck hatch as well.

The master also has a separate door into the head for privacy when guests are on board.

Today's buyers will appreciate all of the improvements but the main event is the Volvo Penta IPS 400 pod drive system with joystick docking to which Sabre has added a Lenco Autoglide system that includes an auto-trimming feature. This will automatically deploy trim tabs to help the boat plane off faster, maintain a level ride attitude and maximize performance.

Overall, we found that the boat was smooth and quiet all speeds, even with the sunroof and bulkhead wide open. The ride and seakeeping qualities are impressive and the fuel economy is better than one nautical mile per gallon at almost all speeds.

It's hard to imagine how you could have a more elegant 38 footer. Congratulations to Sabre yachts on an outstanding boat. ■

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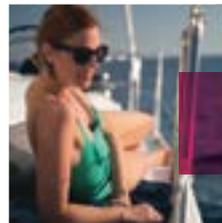
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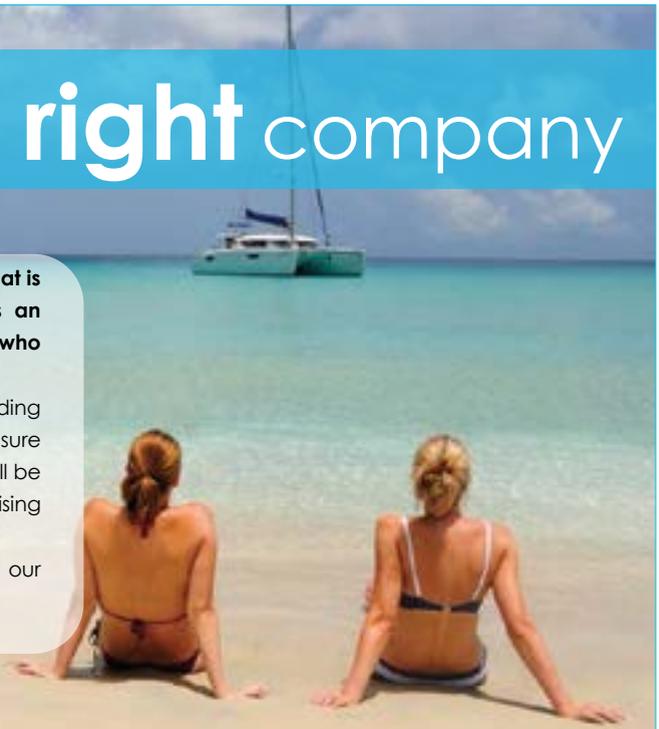
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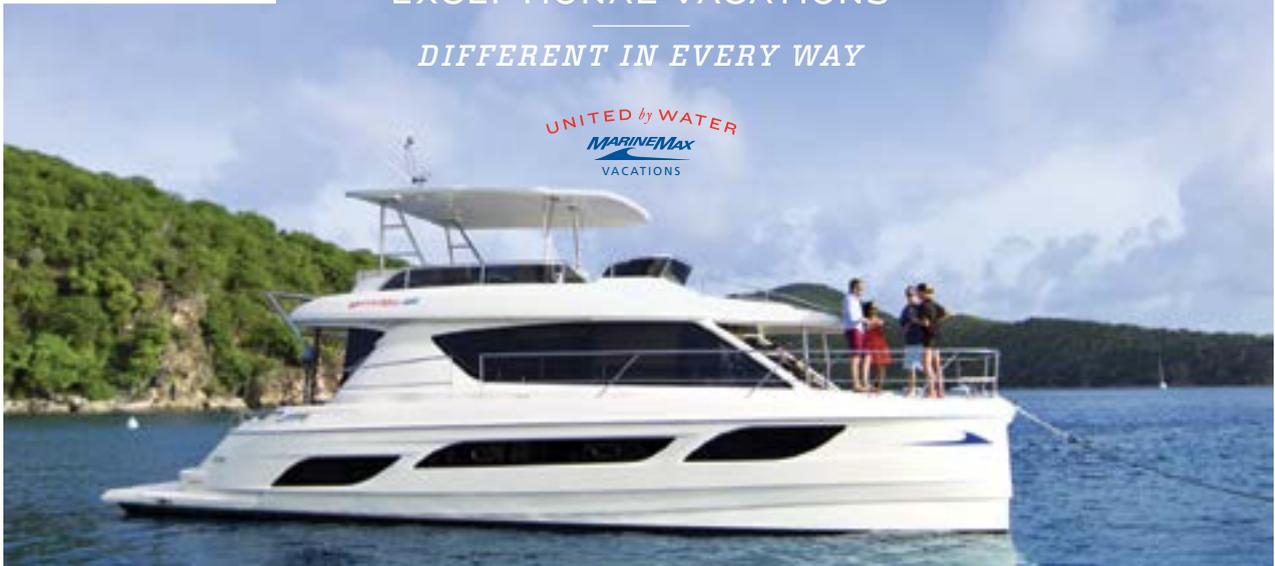
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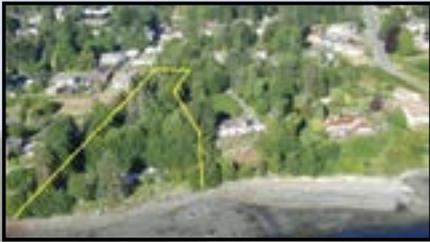
BC Mainland Oceanfront: Bute Inlet, south of Mellersh Pt. 47.74 acres, 1740ft of shoreline. Rustic 1bdrm cabin. Substantial licensed water source. Dramatic fjord setting. Logging road provides access to beautiful and rugged wilderness. **\$260,000**



Stuart Island Oceanfront: 17.5 oceanfront acres with approx. **2000ft** of shoreline, protected bay, net loft converted to 2bdrm cabin, **standing pier and dock**, great views. **SW exposure**. Build your exclusive Island Retreat in the **Discovery Islands**. **\$399,000**



Hull Island Acreage, BC Central Coast: 160 acres on this **240 acre** island, with the remaining **80 acres** Crown land. Diverse topography and beautiful second growth forest. East of the **Cracroft Islands**, near **Knight Inlet and Johnstone Strait**. **\$695,000**



Campbell River Oceanfront: Private 1.8 acres, 260ft low-bank waterfront, constantly changing marine views. **2000sqft** oceanfront bungalow, mature landscaping. Build a new home on the ridge with magnificent views, keep the original as a guest home. **\$1,325,000**



Port Neville, BC Mainland Coast: 49 acres in dramatic coastal wilderness! Substantial low-bank oceanfront, mix of mature and immature second growth forest. Road network for regional access. Boat access to **Johnstone Strait and Vancouver Island**. **\$139,000**



BC Mainland Oceanfront: Cordero Channel, Discovery Islands region. **9 acre** oceanfront property, spacious **3 bedroom** cedar home, secondary cottage, **swimming pool** at water's edge, large decks. **Moorage facilities** include standing pier, ramp and dock. **\$875,000**



Galley Bay: 4.3 acre oceanfront property located inside the **Desolation Sound Marine Park** boundary. Shared common interest in **121 acres** with lake. **Lindal cedar home**, top condition, expansive cedar decks, hot tub. Substantial **moorage facilities**. **\$550,000**



Kenny Point, Rupert Inlet: Northern Vancouver Island. 99 oceanfront acres. Diverse shoreline with low-bank portions, expansive views, two creeks, sloped topography. Estimated **10,000** plus cubic metres of merchantable timber. **Quatsino Sound Region**. **\$495,000**



Squirrel Cove General Store: Cortes Island. Full service centre on **2.5 oceanfront acres** serving residents, visitors and boating community. Diverse operation with general store, restaurant, fuel sales, garden centre, owner accommodations and more. **\$1,000,000**



Montague Harbour Marina: The only private marina on Galiano Island. Long established **full service facility** with consistent clientele, general store, 50-seat restaurant, **.38acre & .32acre** upland areas & 2 foreshore leases totaling **2.63 acres**. **\$1,520,000**

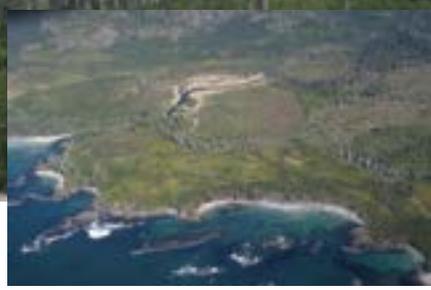
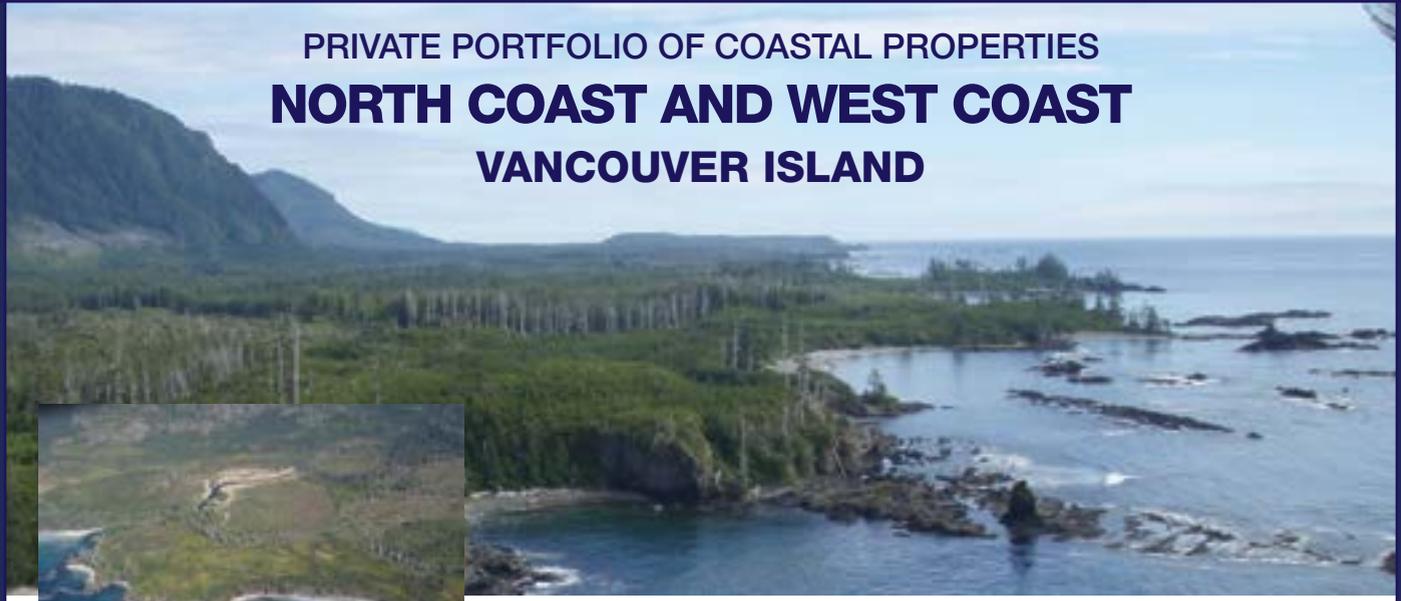


Tlell Acreage, Graham Island: Haida Gwaii. 46acres, approx. **2400ft** of oceanfront and **3000ft** of riverfront on the **Tlell River**. Electrical service, phone service, drilled well. Modest cottage, workshop. Versatile, unique property, lots of options. **\$850,000**



Ladysmith Harbour Oceanfront: Vancouver Island. 4.49 acres in **Shell Bay, 400ft** of beachfront. Extremely private location, nicely forested. Older **900sqft** residence with full basement. Property has electricity and telephone, shallow well. **\$1,100,000**

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Rupert Inlet, Section 16: \$600,000

- 60.9 acres
- Subdivision application underway to create five individual titles



Quatsino Sound, Sec 26: \$285,000

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



Quatsino Sound, Sec 10: \$247,500

- 105 acres
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Alice Lake, DL202: \$1,450,000

- 220 acres
- Approximately 1219m / 4000ft of shoreline on Alice Lake
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Rupert Inlet, Kenny Point: \$495,000

- 99 acres
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- Aprox 10,000 cubic metres of mature timber



Muchalat Channel: \$460,000

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1998 - Navigator 2700
200 hp Volvo 41-B Diesel
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1981 - Tri Cabin Trawler
2 x Volvo 41B Turbo Diesels
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Debbie Ann
2000 - Bayliner Cierra 2858
330 hp Mercury 7.4 L
28'0" x 9'10"
\$49,000(CAD)
Stock# PF4143



Kuskanax II
1990 - Carlson Conversion
350 hp CAT 3406 B Diesel
37'7" x 12'1"
\$145,000(CAD)
Stock# PF4148



Reel Adventure
1987 - Sea Ranger
2 x 375HP Cat 3208 TA Diesels
56'0" x 15'2"
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Stock# PF4151



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1972 - Discovery Sloop
25 hp Mitsubishi Diesel
37'0" x 10'6"
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Stock# SF4122

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PF4154 2000 24' C-Dory - 2 x 90 hp Honda O/B	\$55,000
PF4057 2009 25' Bayliner - 260 hp Mercruiser MPI 5.0l Gas	\$59,900
PF4126 2002 26' Boston Whaler - 2 x 200 hp Honda 4-stroke O/B	\$47,500
PF4064 2005 27' Skagit - 250 hp Volvo D4 Diesel	\$109,000
PF4101 1994 28' Bayliner - Merc	\$23,900
PF4055 1989 33' Farrell Hull/Fibo Boats - 2 x Volvo AD 41A/6 Diesel	\$62,500
PF3667 1994 33' Olympic - 2 x 200 hp TAMD41 B Volvo Diesel	\$79,000
PF3812 34' Barrie Farrell - 125 hp Isuzu DA-120 Diesel	\$59,000
PF4045 1978 34' CHB - 120 hp Ford Lehman Diesel	\$39,900
PF3882 1978 35' Bayliner - 2 x 200 hp Volvo TAMD 41A Diesels	\$59,000
PF2123 1981 36' Chung Hwa Shipyard - 155 hp Volvo TMD40A Diesel	\$79,000
PF3991 1994 36' Navigator Yachts - 2 x 200 hp Volvo TMAD41 Diesel	\$69,900
PF3450 1984 37' Canoe Cove - Twin Perkins 1998	\$52,900
PF3579 2004 37' Nordic Tugs - 330 hp Cummins 6BTA 5.9-M3 Diesel	\$359,000
PF3934 1980 37' Uniflite - 2 x 130 hp Volvo TMD 40D Diesels	\$61,000
PF4044 1998 38' Lamotte - Volvo Diesel	\$99,000
PF4051 1984 39' Sea Ray - 2 x GM 6V-71T Diesels	\$59,000
PF4147 1977 40' Boatel - 270 hp Chevy Crusader Gas	\$41,000
PF4094 1973 40' Tollycraft - 2 x 330 hp Chrysler 440 CID	\$49,000
PF4007 1977 42' Uniflite - Twin Detroit 6-71	\$75,000
PF3809 1987 48' Hi-Star - 2 x 375 hp CAT 3208 Diesel	\$169,000
PF4059 1972 53' Hatteras - 2 x 350 hp Detroit 8-71 Diesels	\$149,000
PF3594 1988 57' Fipa Italiana Yachts - 2 x Detroit 8-92 Diesel	\$395,000
PF4118 1973 59' Ennos / Philbrooks - 2 x 400 hp Cummins VT903 Dsl	\$390,000
PF3597 1972 60' Yanamaka Boatworks - 2 x Volvo MD 100 B	\$795,000

Aluminum

PA4056 2006 26' Alumaweld - 200 hp Mercury Optimax O/B	\$70,000
PA4119 2004 27' Dixon / Thompson Bros. - Volvo D4 Diesel	\$129,000
PA3885 2007 27' Northwest Aluminum - 310 hp Volvo Penta D6 Diesel	\$150,000
PA3992 1988 27' Custom - 230 hp Volvo KAD 42 Diesel	\$49,000

PA4016 2005 27' Lifetimer Boats - 200 hp Mercury Verado O/B	\$119,000
PA3946 2001 38' Eagle Craft - 2 x 310 hp Volvo D6 Diesels	\$271,500
PA3059 1987 51' Custom - 2 x Volvo Penta AQ AD 42 Diesels	\$124,000
PA4047 1991 62' ABD Aluminum - 2 x 1450 hp Detroit 16V-92 TA Dsl	\$399,000

Wood

PW4074 1957 42' Monk - 2 x 260 hp Crusaders 350 CID Gas	\$44,900
PW4128 1968 38' Custom - 110 hp Mitsubishi Diesel	\$30,000
PW4130 1949 40' Chriscraft - 2 x 240 hp Chrysler 318 cu.in. Gas	\$35,000
PW4111 1954 40' Converted Troller - 130 hp John Deere Diesel	\$48,000
PW4121 1945 40' Fishboat Conversion - 120 hp 4-71 Detroit Diesel	\$39,000
PW4103 1947 52' Monk - 165 hp 6-71 GM Diesel	\$120,000
PW3783 1940 80' Gunter Ernst - 235 hp MWM Diesel	\$229,000
PW4085 1923 85' Young & Gore - 600 hp Caterpillar D397 Diesel	\$79,000
PW3979 1944 96' Converted Tug - Caterpillar D398 Diesel	\$189,000

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PS4063 1966 59' HD Steel Workboat - Detroit V-71 Diesel	\$38,000
PS2791 1930 130' Classic Yacht - 2 x 360 HP Paxman-Ricardo V12 Dsl	\$750,000

Sailboats

SF4127 1975 26' Paceship - 8 hp Yamaha 4-stroke Outboard	\$14,995
SF3687 1977 36' Tayana - 35 hp Yanmar 3HM35F Diesel	\$79,000
SF4098 1973 37' Irwin - 30 hp Perkins 107 M Diesel	\$32,000
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SC4015 1975 40' Perry / Fred McGinnis - 50 hp Perkins 4-108 Diesel	\$58,000
SW3592 1964 42' Blanchard - 130 hp Cummins JN-130 Diesel	\$32,500
SA4092 2004 45' Radford Sloop - 75 hp Yanmar 4JH3-TBE Diesel	\$245,000
SF4075 1982 45' Maple Ridge Shipyards - 92 hp Isuzu DB4 Diesel	\$87,500
SW3988 1937 50' Classic Ketch - 140 hp Perkins Diesel	\$174,000
PC4083 1976 50' Daniel Earl - Victoria - 83 hp Isuzu Diesel	\$65,000
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<p>2008 Cruisers Yachts 420 Express \$299,000</p>  <p>This RARE DIESEL IPS Express Cruiser is just as she was when new. Only 215 hours and has outstanding performance. Please come and have a look - no disappointment here!</p>	<p>2006 Cruisers Yachts 385 Motoryacht - \$259,000</p>  <p>This one has it all!</p> <p>Remote bow and stern thruster, remote auto pilot, aft hard top, camper back, sun pad, central vacuum and much more.</p>	<p>Cruisers Yachts 447 Sport Sedan \$348,000</p>  <p>You will appreciate the racy side of her as indicated by her speed and smooth ride.</p> <p>Absolutely immaculate with Diesel power!</p>	<p>2000 Cruisers Yachts 4450 Express Motoryacht \$224,000</p>  <p>A cleaner yacht will not be found!</p> <p>Currently on the dock in Port Credit. Come and see this beauty - you won't be disappointed!</p>	<p>2009 28' Monterey 280 Express \$69,900</p>  <p>Loaded with options and meticulously cared for since new by her original owners.</p> <p>They have moved away and are motivated to sell - call Peter today to view her.</p>



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1996 Beneteau Oceanis 40 CC - US\$124,900

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2012 Hunter e33 - \$134,900

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C&C 30	1979	\$29,900	Express 35	1987	\$39,900
CS 30	3 From	\$33,000	Niagara 35	2 From	\$39,900
Mirage 30	1984	\$34,900	O'Day 35	1988	\$29,900
Nonsuch Classic 30	1985	\$63,000	CS 36 Merlin	2 From	\$69,900
Nonsuch Ultra 30	1990	\$68,000	CS 36 Traditional	4 From	\$59,000
Hughes 31	1981	\$24,900	Roberts Ketch PH	1982	\$42,000
Bayfield 32	1980	\$29,000	O'Day 37	1982	\$33,900
Union 32	1986	\$37,500	Tayana 37	1985	\$89,900
Westerly Pentland 32	1978	\$25,000	Starflight 38	1988	\$59,900
C&C 33 Sloop	1976	\$32,900	Beneteau First Class 12	1987	\$49,500
C&C 33 MKII	1985	\$34,900	C&C 37/40	1990	\$55,900
CS 33	2 From	\$35,500	Hughes Aura 40	1984	\$119,900
Hunter 33 Cherubini	1981	\$23,900	Hunter Legend 40	1989	\$79,000
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Mirage 33	1981	\$32,900	Yankee Clipper 41	1977	\$119,900
C&C 34	3 From	\$34,900	Sabre 42	1987	\$129,900
Viking 34	1979	\$19,900	Whitby 42	1973	\$55,000
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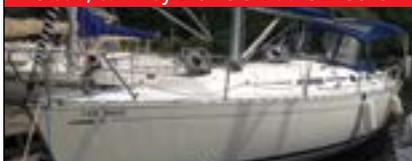
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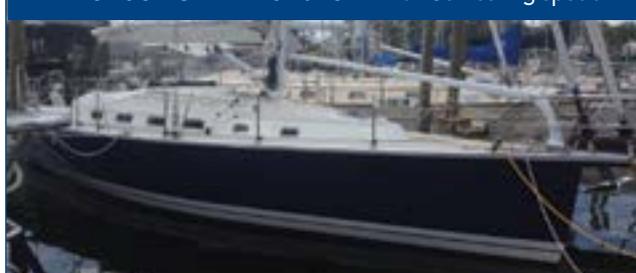


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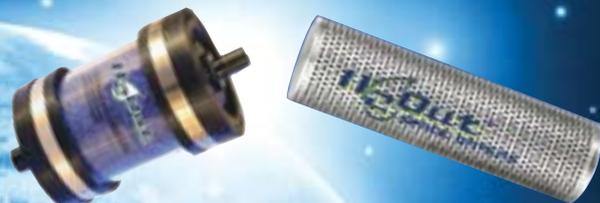
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The END Of The WORLD As We Know It

By John Morris



AFTER 40 SUMMERS, THE YOUNGSTOWN LEVEL REGATTA IS DONE. SURE, THERE'S A NOSTALGIA PIECE ABOUT ALL THE GREAT TIMES WE HAD, ABOUT JEFF LONG TARZAN-ING HIS SPAR AND SETTING HIS J24 ON ITS SIDE OR ABOUT DON ALLEN'S BIKINI BABES IN SAILING NEWS. I could write about the Whippet crew from Oakville sailing in Michelin Man suits or recall brushing my teeth with beer from B-Kwik, but that is only part of the story.

If lining up for a head at 6 in the morning after you emptied the beer truck at 5 is not the Youngstown story, what is? Here's a synopsis in handy point form

1. Don Finkle turns out to be a genius, fueled by insight, spawned by love of sailing
2. The yachting establishment missed the grassroots appeal of this event entirely
3. If you're going to have a regatta in a sleepy upstate town, it helps that it is just across the lake from 9 million people in the Toronto GTA
4. If you think that there's a better boat than a C&C 29 you don't get it
5. 'One-design' can be loosely interpreted, if you're smart
6. Beer is a common denominator

In 1987 when the Youngstown Regatta was just 14 years old Robert Salfi wrote about the event's phenomenal success for CY. As he explained, it all started when Don Finkle and his ¼-ton crew schlepped their Cal

T4 all the way to Florida in search of some non-handicap racing. When he returned, Don sold the idea of a "level" one-design regatta to the YYC hats and the Levels was born. At the time Salfi's article appeared, the Levels had hit a whopping 250 boats, but that was still just the beginning!

One Youngstown innovation made all the difference; while level racing is easy to stage for J24s and Sharks, Youngstown added one design fleets for *everyone*. Show up, get assigned to a fleet and race. Got a Goman Express 30? You're in a division with a Kirby 30, a Pearson Flyer and a two J29s. Got a problem with that? We'll discuss it after the race over a beer. Or not. And nobody did. Plus, Finkle discouraged protests and sea lawyers by charging fees for filing. Add in genuine big prizes for the winners in every division and a tradition was born that has lasted 40 years, essentially unchallenged by pretenders like NOOD, Royal Week and a long list of others.

Boats like C&C 27 and Laser 28 and especially C&C 29s were in their glory on the Levels race course and in its long rafts that tented off the seawall forming insane floating parties reaching out into the Niagara River. Onshore Don arranged a hi-flow Genesee beer truck to slake the racers, a concept unheard of and outlawed under every possible Puritan Ontario regulation, particularly in the 70s when this all began.

So the regatta grew peaking at 466 boats somewhere in the mid-90s and likely bringing more people to Youngstown than live there. Yankee Spirits on Lockport Road was

emptied, wings were consumed by the poultry-farmload and adulthood was achieved in tents pitched to accommodate the crew.

Several factors contributed to the gradual tapering off of this juggernaut. Located right across the river at Niagara-on-the-Lake, C&C went broke and stopped supplying race boats like the C&C 29s, a distinctly ordinary and not particularly quick boat that had attracted so many active owners in the Youngstown-Rochester-Golden Horseshoe, that competition rose to high quality standards.

Racing declined everywhere. One-design owners got older and moved from the foredeck to the Bimini, or even onto the links. Crew, once fueled by beer and hormones no longer jones for racing—they've found other ways to meet those needs, I guess.

Small hot boats (like the Melges 24) are expensive and that keeps the numbers down, in these parts anyhow.

Don and his Youngstown pals have run a pretty fine regatta for 40 years, pushing YYC's facilities to the limit, exploding his town and shanghaiing everyone in the community who can hold a clipboard onto the committee boats. Enough is enough.

The world will be a lesser place without the Youngstown Levels. It never attracted the attention of the international sailing community, or the other pretentious forces of racing and therein laid its appeal. Don and the Youngstown folks were just motivated enthusiasts who loved racing and fun. They turned us into believers. Alas, everyone is moving on. ■

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