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Yachting West
APRIL 2014

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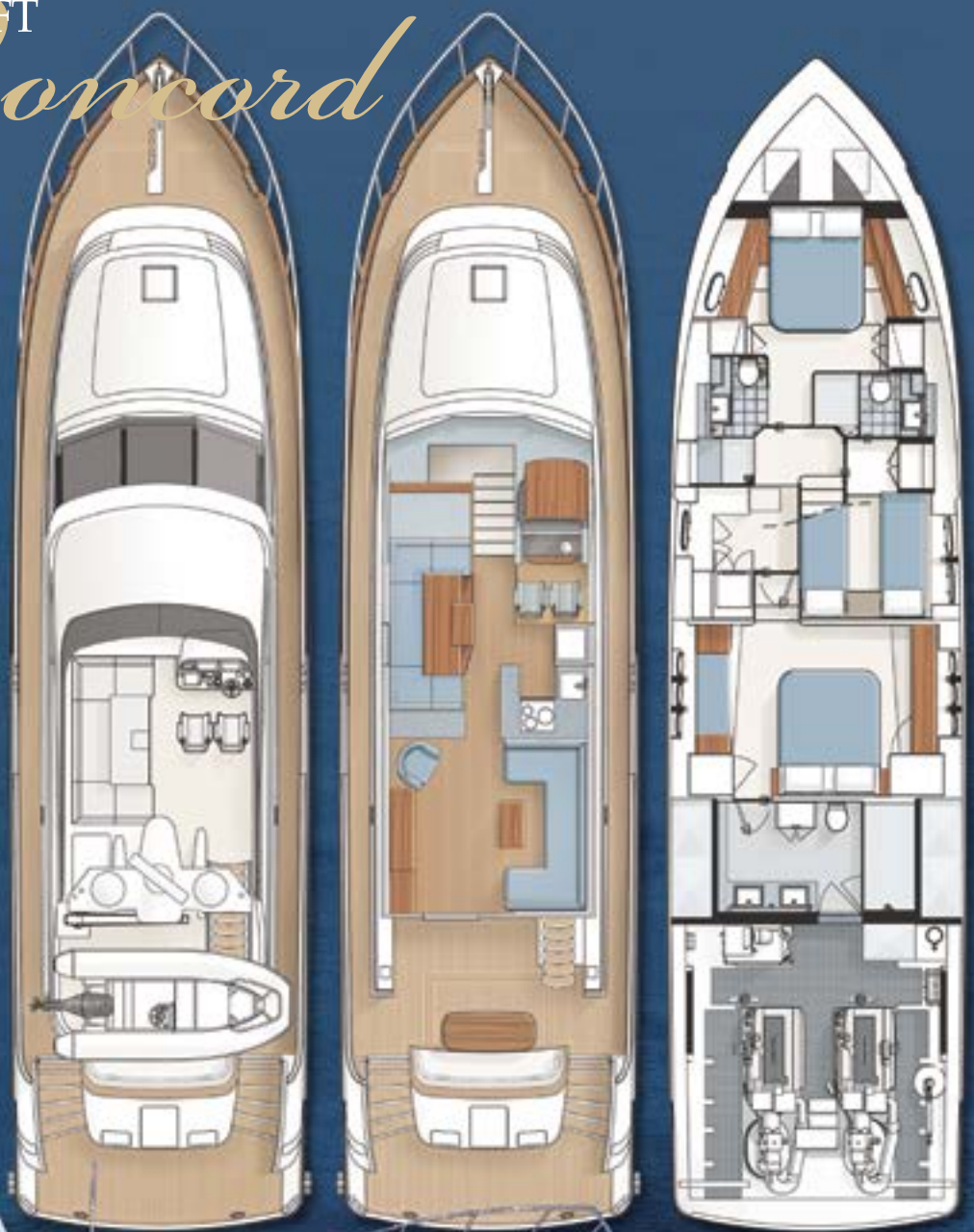

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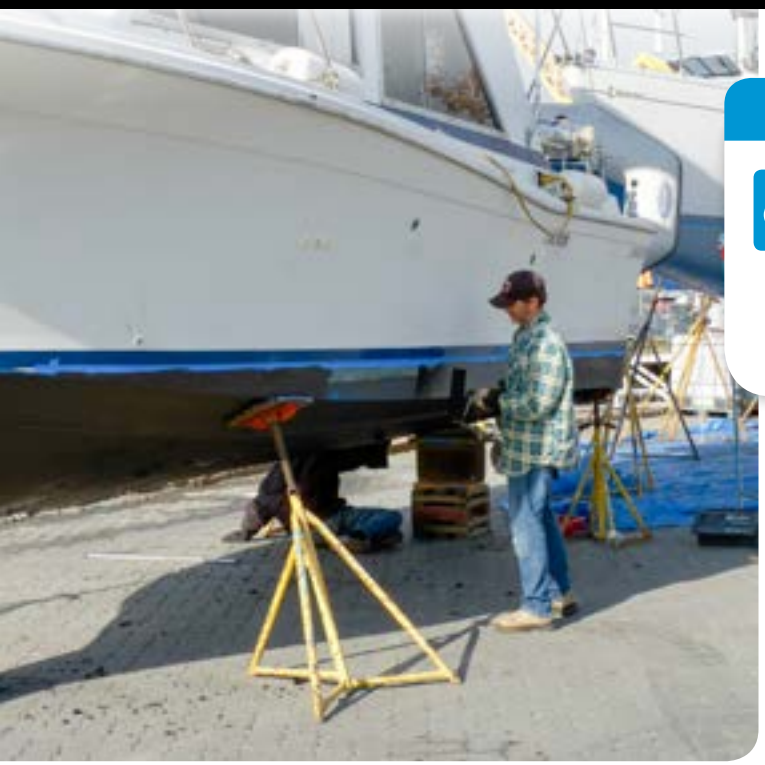

SPECIAL FEATURE

64 **Spring Commissioning**
A pro's guide to your boat's systems and how to prepare them for a trouble-free season.
By Jonathan Paetkau

> *Understanding the destructive processes at work aboard your boat will make them less scary. And knowing why things break down will help you prevent it, fix it, or at least identify it. The more you use the boat—and the better you know it—the happier you and the boat will be.*

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On the Cover: On the hard at Sidney's Van Isle Marina. **Photo by:** Duart Snow.

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CANADIAN YACHTING
CANADIAN YACHTING WEST April 2014

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Be Prepared To Have Fun!

Welcome to the April 2014 issue of Canadian Yachting magazine!

We consider this issue to be the kickoff to the 2014 boating season and after the remarkably harsh winter most of us have endured, I think everyone can agree, Canada deserves a great boating summer.

The theme of this issue is Spring Commissioning and the article by Jonathan Paetkau of Skookum Marine on page 64, offers some useful general insights in the step-by-step process of being prepared to have fun this summer.

The annual shakedown cruise is a very important moment in every boater's life because the disuse and weather related issues of winter storage can leave problems lurking in mechanical systems and electronics…problems that may not surface on the first run.

Getting your boat into the water with your spring commissioning complete brings you to the point of being able to do some careful inspection and evaluation before undertaking a longer cruise, or one with a group of people on board.

With each passing year, marine navigation electronics seem to take huge strides forward in accuracy, user convenience and accessibility. While the prices may not exactly drop, it seems that each new incarnation of marine electronics suites from all the manufacturers, adds great new features and expanded capabilities.

This may leave people thinking that there's no more value in having a paper chart, but in fact, you are still obligated to have the necessary cartography on board.

When cruising new areas and even passing through places you have been before, changing water levels and winter ice damage can show you just how important accurate charts are. Things do change from season to season!

We hope you never experience that sickening sound of running aground but even the most experienced captains have had that happen. Being prepared with a comprehensive marine insurance policy and knowledge of how it works is a big step towards safe boating. You don't need to hit a rock yourself. Anyone can have a mechanical failure and wind up being blown into trouble. Being prepared means that it might be a mere inconvenience.

Not being prepared can be extremely expensive; maybe even dangerous.

Before you set out this spring, don't forget to take all the appropriate safety gear with you. Inflatable PFD's should be checked to ensure that they will work if you need them. Check your running lights, sound signaling devices, fire extinguishers and other mandated safety gear to know the equipment is not just present, but that everything is in good working order.

If you are reading this magazine, it's almost certain that your boat, power or sail has an engine and therefore, you will be required to carry your Pleasure Craft Operator Card with you.

Failure to produce your card if you are stopped by the authorities, is almost certain to trigger a more thorough inspection of your vessel. It's generally not the intention of the authorities to write out a series of expensive tickets, but there's no reason to risk it. Just be in compliance with all the requirements and you'll have no problem plus, you and your passengers will be better protected when boating.

Just for fun, go to our website at *www.canadianyachting.ca* and look for the video with John Gullick of the Canadian Power and Sail Squadrons talking about the safety equipment you need and what can happen if you don't have it!

By Andy Adams – Managing Editor – *aadams@kerrwil.com*

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CANADIAN YACHTING PRESENTS THE PORT CREDIT SPRING BOAT SHOW

THE CREDIT VILLAGE MARINA will be host to the Port Credit Spring Boat Show from May 23 to 25 2014. The official Kick off to your Boating Season! Right in the heart of the beautiful Port Credit waterfront; the best place to see a boat is on the water!

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VICTORIA HARBOUR SHOW MAY 1-4

NO NORTHWEST BOAT SHOW can boast as congenial a setting as the annual Victoria Harbour Boat Show, right in the middle of the city's scenic and historic Inner Harbour. This year's edition takes place Thursday-Sunday, May 1–4.

Presented by the BC Yacht Brokers Association, the show brings about 150 new and brokerage powerboats, sailboats and small craft to the Inner Harbour docks and Ship Point. The plan this year is to connect both sets of docks to make dock-walking easier. Ship Point also holds product, service and trade exhibits.

www.bcyba.com/contentpage.aspx?id=victoriaboatshow. ■

REVISED REGS OPEN SWIFTSURE RACE TO SMALLER BOATS

REGISTRATION IS OPEN for the 71st running of the Pacific Northwest's major annual sailing event, the Swiftsure International Yacht Race. Sailed out of Victoria's Inner Harbour May 24-26, Swiftsure incorporates overnight and one-day races on four separate courses in the Strait of Juan de Fuca, as well as pre- and post-race festivities in Victoria.

Long courses include the 138-mile Swiftsure Lightship Classic to Swiftsure Bank, the 102-mile Cape Flattery Race to Neah Bay WA, and the 79-mile Juan de Fuca Race to Clallam Bay WA. The Swiftsure Inshore Classic is a one-day event close to Victoria. Swiftsure ranks among the most challenging sailing events in the Northwest, thanks to a combination of unpredictable winds and weather plus strong currents that tests crews' skills and patience.

Organizers at the host Royal Victoria Yacht Club say changes to safety equipment requirements for the race open up the long course to smaller boats with modest budgets. Effective March 1, the Pacific International Yachting Association introduced a new Safety Equipment Requirements system that is designed to be easier for yacht owners and inspectors to understand, and more compact.

The Lightship Classic is now classified as a "Coastal" event, meaning yachts no longer need to carry a life raft to race to Swiftsure Bank. Organizers say this doesn't mean safety will be compromised, but it opens the long course to boats that previously could only race to Neah Bay.

Also new this year will be IRC as well as PHRF divisions in the Lightship Classic and Cape Flattery Unlimited races. Double-handed divisions are offered for monohulls in the Cape Flattery race and Juan de Fuca race, and single-handed divisions are offered for monohulls in the Swiftsure Inshore Classic.

Visit *2014.swiftsure.org* for details and registration forms. ■

TOP: DON PFISTER, MIDDLE: JAN ANDERSON, BOTTOM: PAUL PETRIE

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ROW4AUTISM
COUPLES ADVENTURE WITH AWARENESS CAMPAIGN

↑ Row4Autism is inspired by the author's son, Brandon.

AN AVID HIKER, recreational paddler and sports fisherman, John Carinha has always had a love for adventure and challenge. He's climbed and stood atop Washington States three highest peaks, participated in triathlons, marathons and Grand Fondo's. Being active is religion, and it's engrained in his day to day life. Row4Autism was created by Carinha through the inspiration of his son Brandon.

Sandwiched between an older sister and younger brother, Brandon was diagnosed with autism in 2008. The challenges brought on with autism for him, there is no manual for…there is no magic pill…and there is no present day cure. Deemed high functioning, his autism revolves around difficulty with behavioural and social related situations and interactions.

Row4Autism involves coupling adventure with an awareness campaign to support recreational community initiatives to benefit individuals with Autism Spectrum Disorder (ASD). The expedition will entail rowing solo and unsupported around Vancouver Island in its entirety, a distance of 1,100km, this June 2014.

Funds raised by this expedition will be directed towards the Canuck Autism Network (CAN) and Autism Community Training (ACT). CAN and ACT, B.C.'s two most active provincial autism organizations, are collaborating to promote training in autism to enable children with ASD to being included in recreational activities wherever they live. Donations will enable the preparation of free online learning resources aimed at community recreation coaches and instructors, and PE teachers, looking for creative and fun ways to teach sports and recreation skills to the nearly 10,000 children with autism in B.C. and promote their social integration with their peers.

The boat is an Angus Rowboats design, adeptly named the Expedition. Simply termed a rowboat, it resembles an expedition style kayak, but one that is rowed, not paddled. It is constructed of Okoume marine grade plywood with 1/8" side panels and decks and 1/4" frames and bottom panels. The entire boat was built from approximately six 4ft by 8ft sheets using stitch and glue build methods.

Visit *www.CanadianYachting.ca* for more inspiring images and donation contact info for this cause. ■

TOP: JOHN CARINHA

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PROPOSED CENTRE FOR SAILING EXCELLENCE IN KINGSTON, ON

Artist's renderings of proposed Centre for Sailing Excellence.

THE LOOMING GREY WALLS and imposing guard towers of the Kingston penitentiary are familiar sight to sailors in Kingston, the sailing venue for the 1976 Olympics and host city for over 90 World and North American sailing championships since then. Now the waterfront Pen has closed. What should become of it? A coalition of sailors, area residents and community leaders have come together to propose a plan to renovate, revitalize and repurpose the 20-acre site with an international centre of excellence for sailing at its heart.

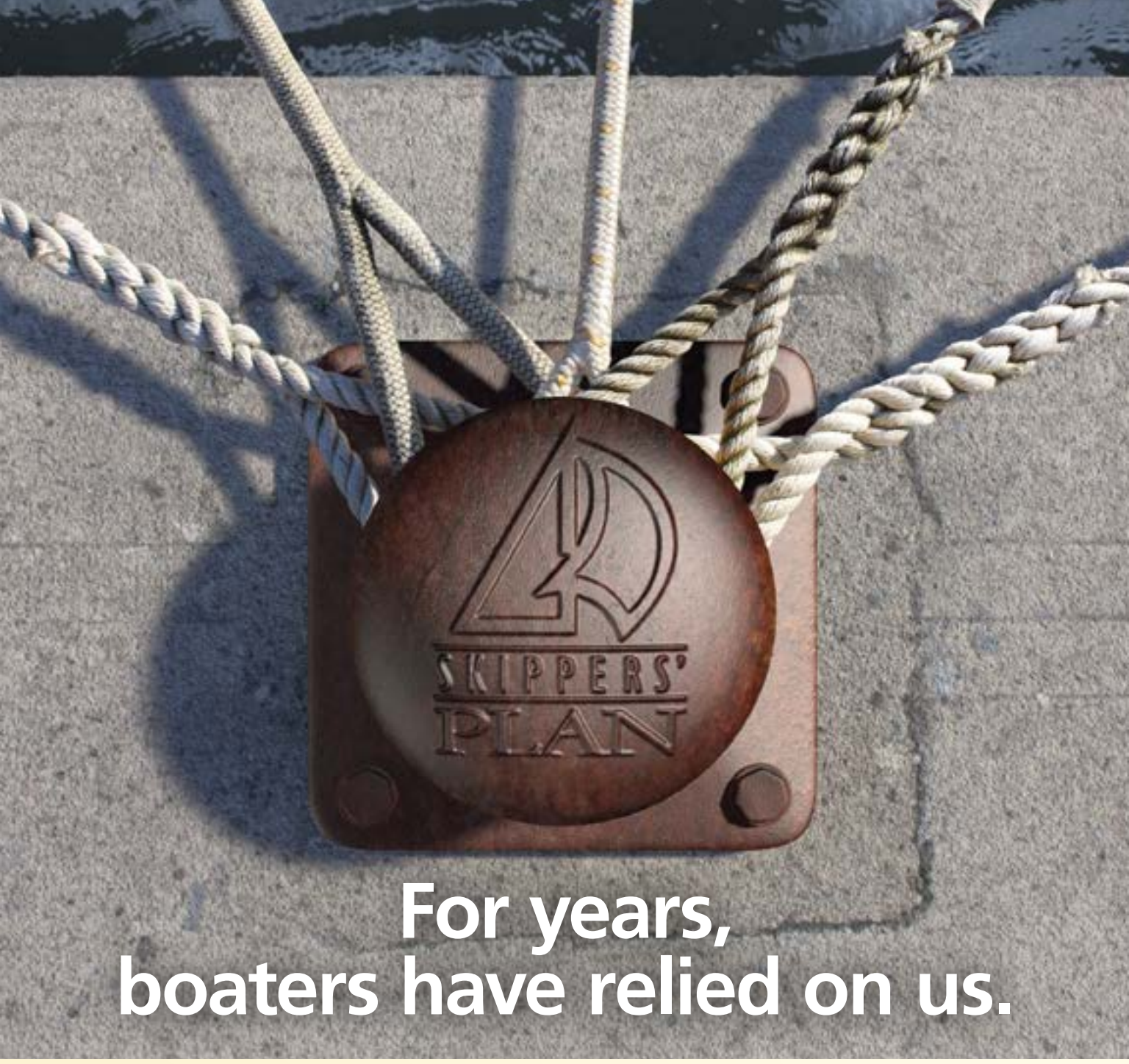
Taking advantage of favourable geography, well established international recognition as a sailing venue and specialized human resources, the centre of excellence will attract and develop Canadian sailors and coaches to compete and win medals at the highest levels.

John Curtis, president of Wind Athletes Canada notes, "A centre of excellence like this will set the bar for high performance training and development, not just in Canada but will be the envy around the world."

Excellent on-water training will be only one aspect of the Centre's mission. World-class coaches and sport science experts specializing in disciplines including sport medicine, psychology, nutrition, physiology, meteorology, and naval architecture will be part of the excellence curriculum. The site will also include restaurants, medical offices, public space and a residential community.

http://www.windathletes.ca. ■

WIND ATHLETES CANADA



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MAN CAVE

By Duart Snow

WHEN WE BOUGHT OUR TRAWLER *THEA*, I thought we were acquiring a long-haul cruiser, a dockside home-away-from-home, even an ongoing project. But I was truly surprised to find that she also came equipped with my very own Man Cave. Now, guys' tastes in caves are uniquely personal and diverse: high-tech entertainment centres, buzzing games rooms, plush, clubby bars, book-lined libraries.

My Cave is *Thea's* engine room.

It has big, loud machines—the Green Monster (our main engine) forward and the Red Dwarf (our genset) back aft. It has humming electrical boxes, blinking lights, whirring pumps, and kilometres of wire and cable, most of it with a purpose but some that goes nowhere at all. It has two massive fuel tanks, two equally humungous battery banks, and a couple of dozen valves to open and close as necessary…or just for fun. There's 40 years' worth of dust everywhere, and oil drips and drops in the likeliest and unlikeliest places. The bilge is unspeakably yucky—I never descend into the Cave without my oil- and paint-stained boat coveralls. And when I work down there, the three feet of headroom call for contortions that make our weekly yoga classes feel like light workouts.

Needless to say, no one will go down there but me—so it's the perfect hideaway when I want privacy or need to escape work commitments, deadlines, household chores or creditors. Well, maybe not all creditors—our diesel mechanic is shorter than I am and has even more fun down there than I do.

Yes, I love my Man Cave…and I've learned that I'm not alone.

I realized this at a boat show a few years back when I enjoyed an extended confab with two other owners of older Grand Banks in the engine room of a spanking new 53' GB. We crouched among the machinery, bathed in brilliant light and surrounded by pristine, white-painted surfaces where you could safely perform surgery, and shared stories about our Man Caves, er, engine rooms. Women, perhaps sensibly, would gather and chat in pilothouses, salons or cockpits. But show a guy a space with big machines, pipes and wires…

Isn't this fun?

Of course, this points up yet another gulf between the sexes …and I speak from experience. Jan is an enthusiastic member of *Thea's* crew and enjoys the full cruising experience, but she is curiously reluctant to share in the pleasures of the Man Cave. I would happily teach her to change fuel filters, grease the stuffing box, and squeeze between the fuel tanks to check the genset oil—while I toss the salad for lunch—but she hasn't stepped up…yet.

So I'm free to enjoy Cave Time on my own, even if that means cursing loudly when I get trapped beside the engine as I try to slide between the battery box and the deck above while reaching for an electrical connection that dangles mere millimetres from my fingertips.

Kidding aside, the result is that I'm coming to know *Thea's* vitals with a familiarity which may save our bacon one day. And there's comfort in that.

SAFE PASSAGE

Thea's crew said goodbye to a much-loved old shipmate recently. Our dachshund Rosie was just a puppy when we bought our first cruising boat 16 years ago, and she was always part of the fun as we explored the coast from Tacoma to Queen Charlotte Sound. She loved the cruising life—the parks, the trails, the beaches, the wildlife (living and dead), the visits to friends' boats, and the simple pleasure of having her humans reassuringly close by in the confines of the boat. As she slowed down in old age, the highlight of her days became napping in the corner of *Thea's* dinette, snoring loudly while the genset hummed beneath her.

Her corner will be empty when *Thea* leaves the dock this season, but she will cruise with us in spirit and we'll remember her happily as we revisit all of her old haunts.

duartsnow@kerrwil.com. ■

JAN SNOW

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North's new NorLam 360x™ sail laminates are not exactly a witch's brew, but they are *wicked* fast. Black Aramid at the heart of the laminate with tough outer layers of gray (or white) taffeta produce a high-performance sail for midsize cruisers that flies! It's distinct, it's durable, and it's only available from North. Broom not included.

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NEW! 360x NorLam

PHOTO: J/40 *Nepenthe* powers upwind with her NorLam 360XG (gray) mainsail and roller-furling genoa. Onne Van der Wal photo

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↑ Kingston Mills Lock is the site of the first mill built on the Rideau here at Cataraqui Falls in 1784. The site today features three locks, a turning basin, detached upper lock and the Robert Anglin Visitor's Centre. That is the main CN rail line originally built for the Grand Trunk Railroad in 1853. The falls still generate power today.

The Rideau Waltz

Story and Photos by Elizabeth Kerr and Melody Wren

I HAVE LIVED IN ONTARIO MY ENTIRE LIFE BUT HAVE LIKELY EXPLORED MORE SQUARE MILES OUTSIDE MY OWN PROVINCE AND PERHAPS EVEN COUNTRY THAN WITHIN. SHAME ON ME! BECAUSE CLEARLY THERE'S MORE TO DISCOVER HERE.

IF YOU DON'T KNOW ME BY NOW

If you had told me a year ago that I would be enjoying our "calvacade of colour" cruising up the Rideau Canal in a houseboat, you'd have knocked me over with a feather. And although travelling by houseboat may have never been on my 'to do' list, I'd certainly add it to yours now.

Keep in mind, however, that there are many other ways to explore this heritage route that extends 202 kilometres (of which only 19 are man-made) from Kingston on Lake Ontario to Ottawa on the Ottawa River.

If you are short on time, and merely want a taste of the Rideau without the challenge of the locks (not really), you can virtually drive its entire length: Take Highway 15 from Kingston to Smith Falls—Highway 43 and 2 from Smith Falls to Kempville and Highway 415 from Kemptville to Ottawa. Allow plenty of time for stops though…whether it's detouring, dining, shopping, apple-picking or simply soaking up the views. If you can add an overnight stay in one of the many charming towns, the Central Rideau offers a few great sight-seeing loops to distract you even further. Walking and biking trails also offer up a great workout in many lovely settings.

Daytrippers and/or campers can paddle canoes and kayaks through the entire system due to the excellent flat-waters but beware of lock traffic in the height of the season. Of course, the shy and inexperienced can always portage. There are four Provincial Parks, more than 20 private campgrounds (most on the water), and most lockstations offer overnight camping too. Keep in mind, however, that access to provisions is limited (especially in the Lower Rideau), so be prepared.

The Rideau, however, can accommodate virtually any kind of boat, power and sail, up to 27.4 m (90 ft.) in length and 7.9 m (26 ft.) in width. The maximum vessel height (including the mast) is 6.7 m (22 ft). There are eight fixed bridges between Ottawa and Kingston that provide this clearance height. Lower bridges are equipped with a swing or lift mechanism that allows passage to larger vessels. Parks Canada maintains a minimum 1.6 m (5 ft.) depth throughout the Canal. Regardless of vessel design, any vessel drawing more than 4 ft. 6 in. must request special passage.

We started our houseboat adventure in Gananoque. After a leisurely drive along Highway #2, we arrived in time to enjoy a walking tour of the town and a chance to do some provisioning at the local grocery store followed by a casual but delicious ▸

The Brass Point Bridge, which carries a county road over the canal, is located at Brass Point between Little Cranberry and Cranberry lakes. At Brass Point a timber causeway and swing bridge carry a county road across the canal. This photo was taken during our Kouri's Kopters helicopter tour.

pan-fried Ontario pickerel dinner with herb-roasted fingerling potatoes, French beans and lemon almond butter served at the Muskie Jake's Tap and Grill in the Gananoque Inn.

Before heading out on the boat the next morning, we popped into the The Socialist Pig Coffeehouse to fuel up with hot, frothy coffees and a plethora of sweets to (hopefully) charm our captain, Peter Latchmore, of Houseboat Holidays who volunteered to be our guide for the next three days.

Our accommodation was respectfully appointed with all the necessary amenities: dishes, linens, a fridge, a stove, a flushing toilet, a shower 'made for one' and a whistling kettle. In addition to the appointed space for the captain's helm, the cabin boasted two comfy couches and a dining area for four along with a galley kitchen and two double-bunks.

Departing from Clark's Marina, we were immediately tempted to head due south to the beckoning Thousand Islands but even the few hours we snugged to the north shore of the St. Lawrence River introduced us to the many seductive bays of Howe and Wolf Islands. Another adventure. Another day.

We were greeted by Kingston's four Martello towers that are now part of the Rideau Canal and Kingston Fortifications World Heritage Site. When we turned the corner and entered into the Cataraqui River, all signs of urban icons, historical or otherwise, had all but disappeared from view and were replaced by the swamps and marshes of the river.

As a competitive sailor, with twenty years and many crew positions to boot, cruising on a houseboat is quite a different experience. Instead of the constant tango with the wind, we were waltzing up the Rideau Canal…at a very different pace.

After an hour or so, we slipped into a different rhythm…and as we cruised our way up the river, we became mesmerized by the ever-changing scenic shores and the slow steady pace of Big Blue IV—our 48-foot houseboat that was to be our home base for the next few day—more than spacious enough for two and cozy enough to accommodate a family of four (or more)…and a perfect way to bring a pet along.

UNCHAINED MELODY

Soaking up the fall colours surrounding us, we almost missed the approach of the looming gates of Kingston Mills Lock (46-49) that were waiting for our arrival. Looming, too, was our first lesson about locks. Being accustomed to receiving specific instructions and

Take the time to shop, explore and putter around this historic village. Tree lined streets with clapboard cottages are reminiscent of Nantucket.

crew positions before rounding a mark in a sailboat race, I waited for Captain Peter to dole out his own sermon as we watched the first pair of gates open. He didn't say much. In fact, it was the resident lockmasters who took over the step-by-step process while Captain Peter remained at the helm.

Gates open…boat enters lock… attach lines at bow and stern—to minimize any forward, back and sideways motion…water pours in or water pours out—depending on whether you're locking up or down…gates open…next flight …and so on…through the entire lock system of the Rideau. There are 45 locks along the Rideau Canal, 47 if you include the two locks at the entrance to the Tay Canal. (If you are manning the lines, I'd suggest a good pair of gloves to get a good grip and save yourself from cold water and/or dirty, slimy lines.)

SOMEWHERE IN TIME

Leaving the Kingston Mills Lockstation in our wake, I'm convinced that someone put the world on pause. We seemed to be miles away from anywhere even although the highway flirts with the canal for most of its route. We shared the Rideau with paddlers, canoers, fishermen, power boaters and sailors of all shapes and sizes. Today, however, we were the lone houseboat.

We carried on through Colonel By Lake, River Styx and up the Cataraqui River at a slow and steady pace for the next 15.7 kilometers before arriving at Lower Brewers Mills Lock (45)…our overnight stay.

To the west of the bridge, and for a taste of local art, visit Doner Gallery—a unique restored studio and gallery housed in the stunningly renovated historical Washburn gristmill. Handcrafted metal sculptures and whimsical garden art are the artistic treasures of Randal Doner. Make sure to drop by the small studio there that showcases stunning silver jewellery creations by wife Darlene.

A stone's throw from where we were moored, you can go apple-picking at Waddell's Apple Orchards; it's well

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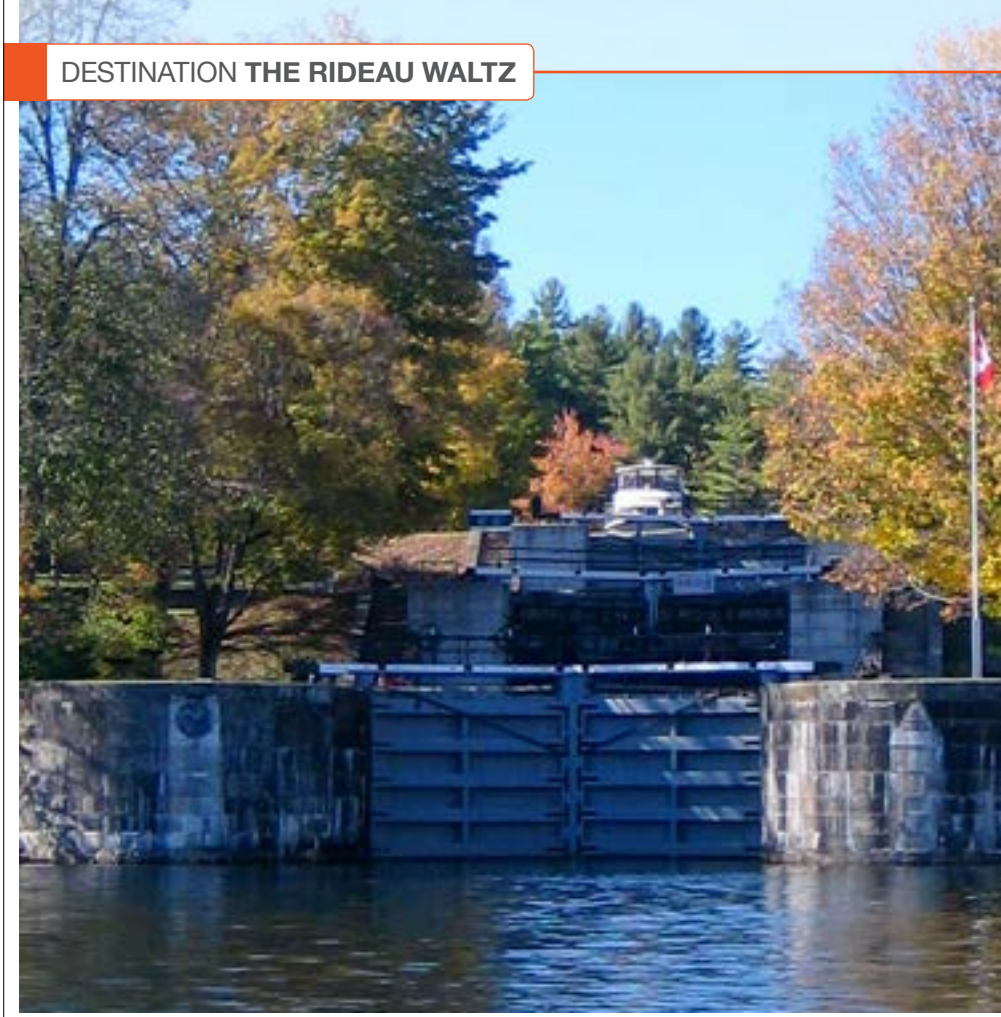

worth the walk to pick your own, or stock up on baked crisps and pies. The apple and pumpkin butter is available in tiny or large jars, a perfect accompaniment to your cheese and crackers at "happy hour".

The lock at Lower Brewers was the perfect setting for our catered dinner provided by Wendy's Mobile Market. Our "Flavours of the Rideau" gourmet picnic basket was delivered to our houseboat and included everything from appetizers to sweets, all beautifully packaged with colour-coordinated linens, napkins and flatware.

The next morning, only 2.8 kilometers up the river waits the Upper Brewers Mills Locks (43&44) that is set in an excavated channel with the river passing to the right. Once through these locks, we embarked on the last and the longest stretch of our houseboat adventure. The route to Jones Falls Lockstation is a mix of small lakes and natural channels that wind through the hard granite bedrock. Does anyone ever get tired of looking at our Canadian Shield?

En route, we took a small detour and ducked into Seely's Bay, a small waterfront village offering basic marina services and provisioning. From there we headed to Morton's Bay—a beautifully protected anchorage where you could easily spend days, both on and off the water. If we had a little more time and had remembered to bring proper hiking boots, Rock Dunder which rises 275 feet above, provides trails that lead to one of the highest points of land in the area offering up breathtaking views of the surrounding lakes and woodlands. Back onto Rideau proper, we headed for our final stop, Jones Falls.

Claimed to be one of the prettiest lockstations on the Rideau, Jones Falls (39-42) is home to the "Great Stone Arch Dam." We decided to take the one kilometer Redpath Trail that began right at our mooring spot, over the long bridge, past the flight lock, visitor centre, and Sweeney House to the dam. This keystone arch dam, constructed of interlocking tapered vertical stones, was referred to (during construction) as the "Seventh Wonder of the World", and is easily the most spectacular engineering structure on the canal.

Without the ingredients to whip up a meal, we decided to dine at the

One of the prettiest lockstations on the Rideau, Jones Falls (Lock 39-42) is home to the "Great Stone Arch Dam." When completed in 1831, this was the highest dam in North America (almost 60 feet).

historic Hotel Kenny. Originally built as a fishing lodge in the 1800s, this lodge still evokes steamboats chugging down the Rideau Canal. And surprisingly, there are still a few around in the area. We were flattered to be joined by new owner Frank Folts—a regular summer visitor here while growing up. Five years ago, when the hotel went up for sale, he couldn't stand the thought of it falling into the wrong hands, so purchased it and bought a house nearby where he lives all spring and summer, commuting from his home in Martha's Vineyard.

Although apprehension lingered at the "get go" of this trip—largely due to the darkness of the marina, unknown waters and our very first time on a houseboat—it dissipated the next morning in tune with the fog. When, three days later we had to debark our floating house, we just weren't willing to leave. But needs must, so with maps, rendezvous and a full itinerary, we set off on a road trip to explore the Central Rideau area. This circular route took us north to Perth, and back south to Westport and Newboro…all, by the way, accessible by boat too!

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DEFINITELY NOT THE BLUE DANUBE, BUT…
Perth, located right on the Tay River, presented us with a surprise around every corner. We could have happily stayed there for a while discovering its many shops, restaurants and landmarks. While waiting for our hosts to meet us for lunch, we did a little local exploring and found ourselves following the scent of the best coffee ever…and we usually drink tea! Housed in the historic Code's Mill, this locally owned coffee joint exudes the smell of freshly roasting coffee beans, so grab a paper and some freshly baked snacks (including gluten-free options) and settle down in the cozy seating area, inside or out for a while. Code's Mill on the park offers restaurants, retail shops, and offices wrapped in exposed limestone, high timber-frame ceilings, and glorious balconies.

Without a doubt, our favourite land-based activity on this trip was lunch at The Masonry. Owner Kyle Woods opened up three months before

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For a fabulous finale to our trip, Kouri's Kopters took us back over our route, so we could see the locks and lockstations from the air. Regular tours will take passengers over the City of Kingston, the 1000 Islands, Boldt Castle. Private charters for fishing, hunting, aerial photography or whatever you fancy are also available.

our visit and had clearly found the recipe for success with full tables at breakfast, lunch and dinner. The menu features local, including many gluten-free choices; everything is made fresh to order. We chose the local lamb burger, perfectly cooked and served with avocado and goat cheese. The side: a fresh greens salad tossed with roasted apple slices, parsnip crisps and a lemon thyme vinaigrette. Simply plate-licking delicious!

Next stop and our only sleepover was in Westport. Although a seemingly sleepy little town, the Cove Country Inn was rocking that night and apparently every Thursday night with live jazz. We were treated to the Spencer Evans Trio and Ila Vann, a soul legend who belted out many favourites. On our morning after walk, we were seduced by the scent of baking cinnamon buns. No doubt Vanilla Bean's Cafe Creamery lures boaters and locals alike to this hot morning spot. No visit to Westport would be complete without a trip to Spy Rock lookout at Foley Mountain located high above a granite ridge overlooking the Upper Rideau Lake and the village.

WHAT THE WORLD NEEDS NOW

The last stop on our Rideau route provided us with the shopping fix anyone could ever dream of. Kilborn's, located in Newboro, offers every brand you know and want and then some. And it's not just about the shoes and boots. You could spend hours browsing kitchen accessories, furniture, clothing, gourmet foods, baby clothes and garden accessories. And just when you think you are done, there is more to explore.

But I could say that, too, about the Rideau Canal. ■

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Rankin Cove proved to be a great overnight spot, with a logging road to stretch our legs.

Clayoquot Sound

CLAYOQUOT IS ONE OF THE MAJOR SOUNDS ON VANCOUVER ISLAND'S WILD WEST COAST, AND A HAVEN FOR CRUISERS IN SEARCH OF PEACEFUL, REMOTE HARBOURS.

Story & Photos by
Shawn and Corinne Severn

AT THE DOCK IN VICTORIA, WE WERE FILLED WITH THE ANTICIPATION OF A NEW ADVENTURE. WE WERE FULLY PROVISIONED AND HAD CAREFULLY REVIEWED THE WEATHER WINDOW, CONSULTED THE CHARTS AND CHECKED ALL OF THE VITAL EQUIPMENT ON *OCEAN MISTRESS*, OUR AMERICAN TUG 41.

Like children on Christmas Eve, we pretended to sleep before we departed for our trip. We only had time for a short vacation and desired a place away from the crowds. The west coast of Vancouver Island was our objective.

Our destination, Clayoquot Sound, was an important area during the early exploration of British Columbia's west coast. It was used as stop for repairs and provisioning by explorers before they cruised down the Strait of Juan de Fuca to Victoria. It was also a place of terrible violence where the American ship *Tonquin* was attacked and its cargo plundered during an 1855 battle that left the scalps of the victims displayed on shore.

More recently, it played a vital role in the development of modern environmental and cultural awareness. In the 1980s and '90's, the residents of Clayoquot Sound, Tia-o-qui-aht and Ahousaht First Nation Bands, and environmental groups (Greenpeace and Friends of Clayoquot Sound) came together to preserve large natural areas from excessive clear-cut logging. Their campaigns fundamentally changed the way we view and value the land and water on the West Coast.

Today, Clayoquot Sound is home to several First Nations communities, provides a home base for many commercial and recreational fishermen, includes both national and provincial Parks (Pacific Rim National Park and Strathcona Provincial Park,) and offers wildlife viewing opportunities and remote cruising destinations.

REMOTE ANCHORAGES

Clayoquot Sound offers some of the nicest remote anchorages in the Northwest. We spent the majority of our time in remote areas of the sound, a real paradise for cruisers seeking quiet harbours and majestic scenery.

On our first night in Clayoquot, we anchored in Quait Bay. In our logbook, we refer to this spot as "Quaint Bay." The entrance is narrow and a little hard to spot, and boaters need to watch for a number of small islands and hazards on their approach to the bay. The narrow entrance and good holding make it an excellent all-weather anchorage. It can accommodate many anchored boats, but we found ourselves alone.

There is a former fishing resort on shore. We took our dinghy over to see if there was anyone around and met the handyman, Hans. He told us the resort was closed in 2008 and sold to the owners of the fishing resort in Bedwell Sound.

The next day, we followed the shore along Meares Island heading for Tranquil Inlet. This route passes a favourite spot of the wildlife tour boats: they bring people from Tofino to view bears along the shore. We watched a mother bear and her cubs foraging along the shore as we passed—they seemed unconcerned by the boats.

Tranquilito Cove, described in the cruising guide *Exploring Vancouver Island's West Coast* by Don Douglass and Réanne Hemingway-Douglass, was our next stop. This cove near the northeast head of Tranquil Inlet is very cozy, with room for two boats. It is well protected from the breeze that blows up the inlet, and our ideal of a secluded and remote anchorage. It has a narrow entrance that can be hard to see on a foggy day. Inside, a set of fish pens that were not in use occupied

one corner. The mud bottom made easy work of anchoring, and the only drawback was a lack of shoreline for walking our dog Prince.

The following morning, we took our dinghy to the head of Tranquil Inlet to explore the gravel beach that was accessible at low tide. We made several passes before landing to make sure we would not surprise any of the local bears. Once ashore, we found a stream that came down and walked up it a short distance, but the thick mud made walking very difficult. Prince sank to his belly in the stream and the thick, sticky mud, enjoying every minute of running in and out of the stream. Little did he know it would be the dreaded bath for him when we returned to the boat!

KEEP IT LOOSE

After breakfast and cleanup, we headed out with no particular destination in mind. We were on the lookout for an inactive logging road that would provide us all with a good opportunity for a longer walk. At the south end of Tranquil Inlet we spotted a road at Rankin Cove. According to the cruising guides, this has been a very busy hub for logging, but when we entered, we found no active logging. We docked *Ocean Mistress* on the small wharf and went to explore. Logging operations had likely been shut down recently because the roads had no new shrubs growing on them yet. There were still some sheds, fueling equipment and pickup trucks, but all other equipment had been removed.

Our stop at Rankin Cove demonstrated the advantage of cruising with a flexible itinerary. While the cruising guides are excellent resources, they may not have the most up-to-date information. We originally had no plans to stop here but it turned out to be a good overnight spot for us, where we could enjoy a walk on a calm day.

Matilda Inlet on Flores Island was our next destination. Well down the inlet there is a beautiful bay. It is shallow in the south end, but the north end has enough water for most cruising boats. The bay is subject to a moderate breeze in the afternoon but is usually calm at night.

There are lots of places here to explore by dinghy. On the west shore, there is a natural spring of lukewarm water and a man-made cement bath. From the bath, a trail leads to the white-sand beach on the southern side of Flores Island, but we found the trail to be heavily overgrown and extremely muddy. We tried to walk it, but after Shawn did a face-plant in the mud we considered other options.

We decided to take our very capable dinghy around the peninsula to the sand beach. We found the foreshore off the beach to be very shallow: a quarter-mile from shore, the depth was only four feet. At low or mid-tide, the shore is a beachcomber's paradise. Near the east end of the beach, a rocky outcrop held some tide pools filled with mussels and anemones.

Also worth exploring in Matilda Inlet are the communities of Marktosis and Ahousat. Marktosis is the First Nations community on the east shore. The name is derived from the word meaning "coffin" or the verb "to bury" but we found it be a thriving place. There were lots of children and youths playing on the docks. The daring ones were jumping off the pier while the rest of the group hooted and hollered. However, we decided against taking Prince ashore because the local dogs run free in packs.

Ahousat is on the west shore of the inlet but is not as large a community now as it may have been in the past. The general store here carries a wide variety of dry goods, fresh food and general hardware; it is also the local hub for mail service. We met several cruising folks who were staying at the dock—they told us the price for moorage was very reasonable but the wash created by small boats zipping by at all hours was very unpleasant.

ON OUR OWN

The following day, we travelled a short distance up Millar Channel to Hayden Passage, then on to Bacchante Bay at

the head of Shelter Inlet. Surrounded by steep cliffs, the bay is large enough to accommodate a dozen anchored boats, but again ours was the only boat. Although some cruising guides describe this bay as typically calm, we experienced afternoon breezes of 10 to 15 knots. But the bottom offers very good holding and our boat danced comfortably around the anchor most of the afternoon.

At high tide, we took our dinghy up Watta Creek. We easily floated over a few fallen trees that blocked the entrance at low tide. However, farther up the channel a series of deadfalls made the creek impassable for our dinghy. It would take kayaks and a little wet portaging to get around these trees.

The next day we anchored in Young Bay, a well-protected spot with room for three or four boats. Two small islands lie at the entrance to the bay, with underwater outcrops that reach out to grab the unwary boater. We anchored behind one of the islands.

Shortly after we arrived, a commercial fishboat came in to retrieve a longline. The floats that we had assumed marked crab pots were actually markers on the ends of the line. We had to raise our anchor to untangle it from the line. This wasn't difficult but we felt that the fisherman was a little disgruntled with us for messing up his set.

↖ OPPOSITE: Ahousat is one of two communities on Matilda Inlet. Its general store carries fresh food, dry goods and hardware.

↑ ABOVE: Author Shawn Severn…and the catch of the day.

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Tranquil Inlet is pure West Coast: rugged forested shorelines draped with low-lying mist.

Young Bay was the location a rendering plant that was built to serve the once-thriving pilchard fishery. We explored the old bricks and footings that once supported the plant and found some of the former iron works. As we enjoyed the quiet solitude, it was hard to believe this portion of the coast was heavily populated from the 1920s to the 1940s.

Our next destination was Steamer Cove. It was a little more open than our previous anchorages and the water was quite deep. But we found pretty good protection once we tucked back into the innermost corner of the cove.

We landed our dinghy by the old logging site and found it quite overgrown. Nature is resilient in wet coastal areas and it doesn't take many years for new growth to emerge and consume the remnants of human activities. On the other side of the bay there was a grassy shore that was wet and muddy, with the remains of many shucked oysters. Under some trees, we found an area where the grass had been flattened—it looked like a fine resting spot for a local bear.

We planned to head to Tofino for our last night but couldn't find suitable moorage. A rendezvous and a large number of sport fishermen were using the docks for their overnight headquarters. The weather was calm so we decided to continue south to Ucluelet. Despite our late arrival, the friendly and helpful harbour master made space for us on the dock.

Our next overnight destination would typically be Bamfield, where we would prepare to head back to Victoria. Usually, we give ourselves about three days to watch and wait for the right weather window to transit the Strait of Juan de Fuca. But the weather was in its mild summer pattern, so we opted to spend a few days among the Pinkerton Islands in Barkley Sound. Soon enough we would return to the hustle and bustle of our working lives!

Shawn and Corinne Severn live and work on their American Tug 41, Ocean Mistress. They can be found cruising anywhere from Olympia, Washington to Juneau, Alaska during the summer. In the winter they retreat to the warmer climes of Las Vegas. They have actively cruised on the West Coast for over 25 years. ■

GETTING TO CLAYOQUOT

Stretching nearly 100 miles from the Salish Sea to the Pacific Ocean, the Strait of Juan de Fuca represents a significant barrier to the west coast of Vancouver Island for many boaters. Several good cruising guides discuss how to make the trip. Two that we prefer are *Voyages to Windward* by Elsie Hulsizer and *Cruising Guide to the West Coast of Vancouver Island* by Don Watmough.

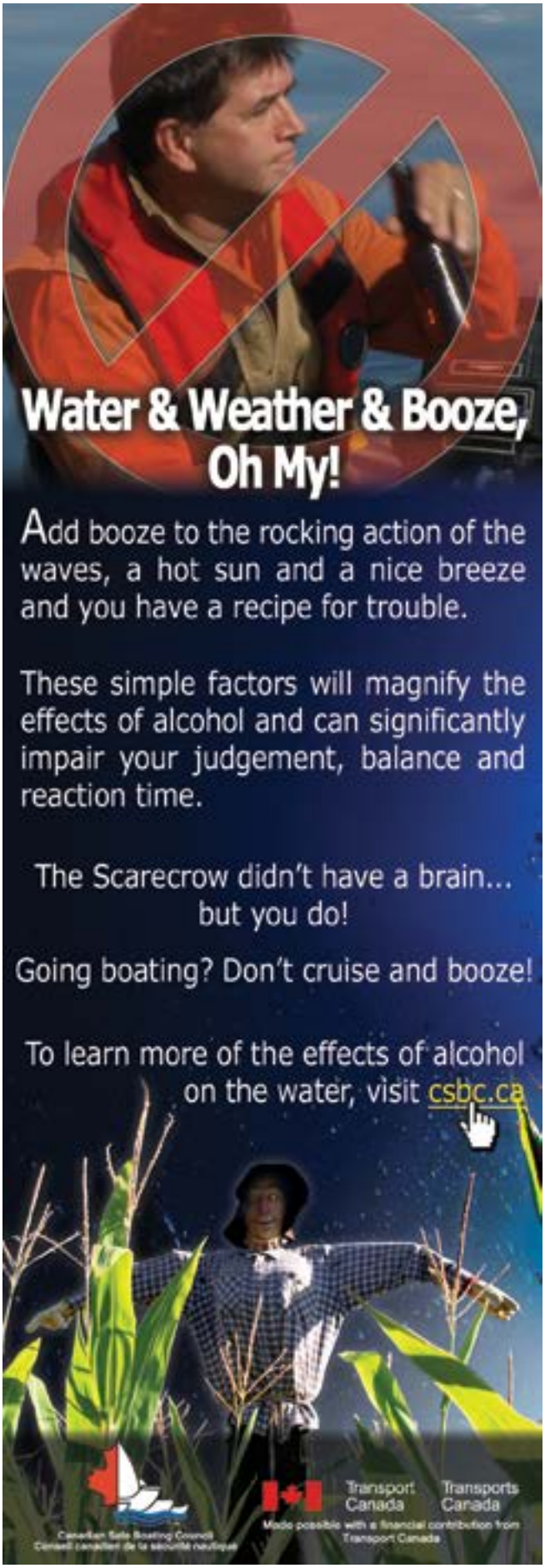
We have cruised to the West Coast numerous times and we have used the same strategy every time. We always stop at Victoria, where we provision in the grocery stores and enjoy a few days in this wonderful historic city. This allows us to complete another day or so of work while watching for the appropriate weather window. While in Victoria, we watch for four conditions: a long outgoing (ebbing) tide, good visibility with minimal fog, low to moderate swell, and minimal inflow (westerly) wind.

We planned the trip described in this article early enough in the year so we could select the most favourable outgoing tide that started early in the morning and lasted much of the day. This reduced the duration of our first leg by about an hour. However, the risk is that you may encounter a larger swell and some wind waves if wind and swell are contrary to the tidal flow. We watch for wind speeds less than 15 knots, which is pretty common in July and August. In general, winds are light in early morning and tend to rise to about 15 knots in the late afternoon. Leaving around 0600 or earlier minimizes the exposure to the stronger winds of late afternoon. We usually expect a little rolling on the way out—so seasickness aids can be helpful. And keep in mind that radar is essential for departures in the dark of morning.

We prefer to travel directly to Bamfield in Barkley Sound, about 90 miles from Victoria, on our first day. At eight to nine knots, it usually takes us between 11 and 14 hours. From Bamfield, we try to get to Clayoquot Sound by mid-afternoon on our second day. Many boaters like to stop in Tofino but its harbour has strong currents and favours smaller fishing boats so we usually pass it by. There are many reasonable destinations for your first evening in Clayoquot Sound.

OUR ITINERARY

Victoria	Tranquil Inlet	Bacchante Bay	Ucluelet
Bamfield	Rankin Cove	Young Bay	Barkley Sound
Quait Bay	Matilda Inlet	Steamer Cove	Bamfield
			Victoria



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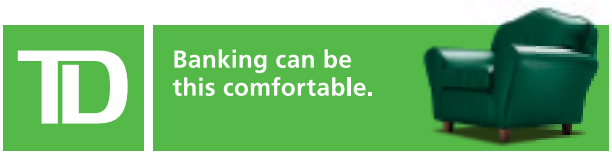

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The Port Hole

SPRING 2014

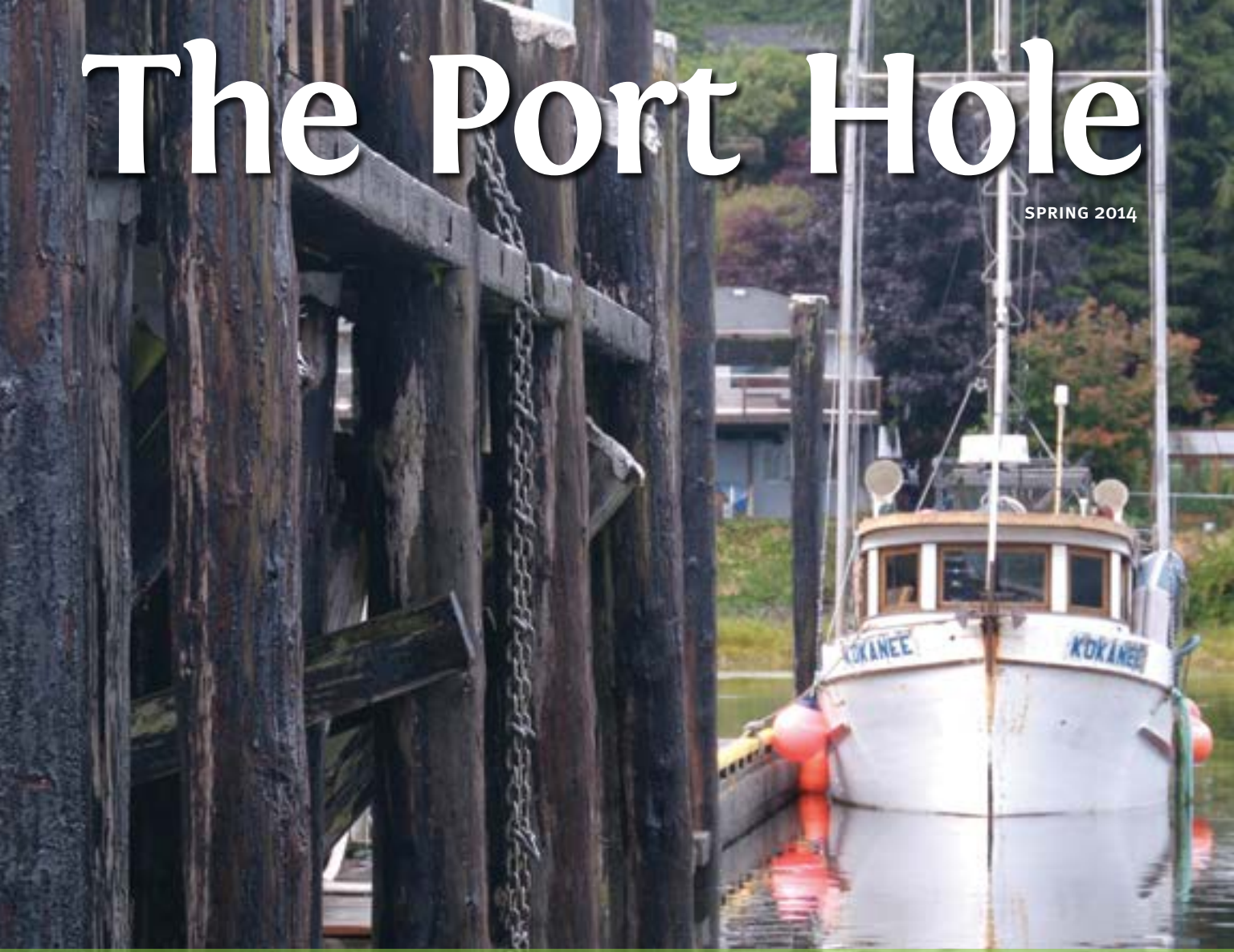

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Photo: Don Butt, AP

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

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

Last year's winter in Canada? Arctic Air Mass. Polar Vortex. Extreme Wind Chill. So where is global warming? 2013, early 2014 headlines? Shrinking polar ice caps. Floods in Calgary and Toronto. Tennis championship games called in Australia because of heat? Talk of record-setting droughts this year in Arizona, Nevada and California. What's that about?

Perhaps we are all suffering from an advanced case of terminology confusion. David Phillips, Canada's senior climatologist, says that the more effective term is "Climate Change." And climate change isn't one week of record-breaking temperatures. It's the reality that there had never been a recorded storm front that covered such a large part of North America, from Canada down to the south east USA, beginning last December, and that remained stationary for so long. Meanwhile, Arizona, Nevada and California had never recorded such extended droughts and the snow pack in the Sierras, a major water supply, was down to eight percent of normal.

But what if it isn't about greenhouse gases and carbon emissions, tar sands and over-reliance on petroleum? What if it's just cyclical? 6000 years ago, maybe there was climate change. But then, who cared? We knew how to read the weather, and we followed the seasons, following the herds all spring and summer, going where necessity took us, collecting and storing supplies during the autumn, and spending our winters around the cave fire, painting the walls, sewing our furs, fashioning tools, eating our stored dried food, and telling stories. We didn't need to cover 75 km twice a day to get to and from work. We didn't need to get to the mall, no matter what the weather extremes, to forage for food at least once a week year round. We didn't need to plan a novice sailors' on-the-water practice day, or a weekend cruise for our squadron members.

Dave Phillips says that, whatever the cause, when humans disturb the environment, they create climate change. When we move onto grassland and turn it into crop land, when we build cities and pave them over, we create climate change. Cities are hotter than rural areas because the pavement absorbs the sunshine. It doesn't reflect it. When we pave over cities, there's nowhere for rain to soak in. We create floods that our storm sewers can't handle.

Jerry Brown, Governor of California, has caught on. "I think," he said, "the drought emphasizes that we do live in an era of limits, that nature has its boundaries." Climatologists in Arizona hit on something, too. "In absolute terms, the ongoing dry spell is not yet as severe as the Dust Bowl of the 1930s, but the impacts have been relatively severe because the demands that people place on the water supply are so much greater now than they were back then."

If we don't know for sure what's happening, we can't fix it, so let's forget about? Not possible, for one simple reason. The cost. Insurance claims from extreme weather in Canada in 2013 came in at 3.2 billion dollars. One of Canada's largest property insurance companies says premiums will rise 15 to 20 percent. And when we're tallying up costs, let's go beyond replaceable dollars and consider the human costs beyond the obvious ones of personal loss, challenges with sustainable agriculture, and municipal budgets destroyed following extreme weather clean up. What about the little pleasures? What about not being able to properly plan race day courses, or the summer cruise when, Dave Phillips admits, it's getting progressively harder for meteorologists to provide accurate seven-day forecasts.

We might not have caused it. But we are all living with it, and it's up to all of us to do what we can to slow it down.

Robert Pepin, AP, National Executive Officer
Lanaudiere Power and Sail Squadron

There is so much to be said about what goes on in our organization. This being my first article as National Executive Officer, I have chosen to tell you about a great program, the Recreational Vessel Courtesy Check Program (RVCC).

Let's first say that the RVCC program is meant to offer a safety inspection service by trained volunteers and it is supported by Transport Canada. I look at the RVCC program as not only a service to boaters, but also an excellent opportunity to promote what we do best, teaching safe boating.

When asked about his experience, Dale Holland AP, the current National Coordinator, said: "When I check vessels under the program, it is amazing to notice the number of experienced boat owners who have a misunderstanding of their carriage requirements. Spending just a few minutes is significant for them by going over the specifics and explaining how the Transport Canada Office of Boating Safety interpretation of the legislation applies to them. Another side benefit is having the boater actually locate all the safety equipment. As we all know, boats have only so much storage, and often safety gear is stored where it fits, and not together, but should be easily accessible in an emergency. It sometimes helps doing this with the boat owner."

RVCC volunteers are trained to Transport Canada standards, and spend their time conducting the checks at no cost to the boater. We consider this just another method of fulfilling our Mission.

John Gullick, Manager of Government and Special Programs is our key person at the National Office and is responsible for implementing the proper controls on the program. After compiling the program's information for 2013, John indicated that many of the RVCC project objectives were achieved but the most important one was not. Indeed, we had hoped to conduct a minimum of 3000 courtesy checks this past boating season, but by the end of the year we had only completed 1593, even though we had more volunteers trained and registered than in previous years. In fact, our objective for 2013 was to have at least 150 volunteers and we had 183 across the country, most of which were highly concentrated in Ontario, with 135 volunteers, followed by British Columbia with 24 and Québec with 17.

Of note, the 1593 completed RVCC inspection forms received at the end of November 2013 at the National Office was an increase of 3.3% the previous year. There were 1054 inspections of vessels under 9 meters in length which is 66.2% of the total. There were 902 first time inspections which was 60.6% of the total. These inspections were geographically concentrated in Ontario with 1218 inspections, British Columbia with 275 and Québec with 67.

With the exception of Ontario, the results are way below expectations. I strongly believe that by not participating in this program, Squadrons are missing a fantastic opportunity to promote their activities and course offering. RVCC inspections generally take about 30 – 45 minutes to conduct and we provide the boater with a free service that adds real value to their boating experience as a result. At the end of each inspection there is a golden opportunity for each volunteer to talk briefly about CPS-ECP, who we are, and what other training and supportive boating activities we can offer to them. One of the very active volunteers in Ontario I know well always says "…. AND IT IS FUN".

In 2013, the most active District was Western Ontario with the Tillsonburg Squadron being the most active. The top volunteer was Peter Barbour from the Tillsonburg Squadron with Doug Robinson, also from Tillsonburg being a close third. James A. White from the Vancouver Squadron was the second most active RVCC volunteer.

Congratulations to all of them for a job well done.

My wish for 2014 is to achieve a higher level of success in the RVCC program. Chair Dale Holland is working with Marketing Chair Jill Dennis-Raycroft to make that happen.

In 2014, if every Squadron would complete a minimum of 25 RVCCs in their area, we would then be able to reach almost 4000 inspections and therefore more than double the number completed in 2013, and that would create so

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Canadian Power and Sail Squadrons

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Flags, flags, flags

Is your Squadron or District celebrating a milestone year of 50 or 75 years? Why not show this in your pennant with an anniversary edition.

A new Squadron or District flag, or a change to an existing design, must be approved at a General Meeting of the membership of the said Squadron or District, minutes of which are sent with an e-version mock-up to the Chair of the Awards, Flag and Protocol Committee for review. Providing all criteria are met, the application is then forwarded by the committee to the National Secretary for final approval.

For new flags or any changes other than an anniversary edition, a full description of the design and its significance to the Squadron or District (i.e. historical, geographical, etc.) must be included. The suggested size is 10" x 15". Samples will soon be available online to facilitate your e-version mock-up.

Not sure how to correctly fly flags? Check out the CPS-ECP members' site—publications – How to Fly Flags.

For more details contact the Awards, Flag and Protocol Committee Chair via the National Secretary at ns@cps-ecp.org

Linda Hamilton
Chair of National Awards, Flag and Protocol Committee

Dear Editor:
I read with interest Bill Fehr's article in the Feb 2014 Port Hole. In recounting his overboard mishap, his prologue states that he had "all necessities, much of which is legally mandatory" on board. This is not the case. Transport Canada regulations clearly state that you must have a reboarding device "If the vertical height that must be climbed to reboard the boat from the water (freeboard) is over 0.5 m (1'8")". He states that "My boat sides are about three feet above the water". So he clearly did not have all the necessities.

With all the sailboat and power boats we have owned, we have had a swing down boarding ladder at the stern. What is important is that a buoyant rope be rigged that allows one to pull the ladder down easily if in the water.

Ian McGibbon

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many additional opportunities by talking to at least that same number of boaters face to face about CPS-ECP. Some Squadrons have really embraced this simple but valuable program and complete well over 100 inspections each. Just think what we could accomplish if all Squadrons did this and just think of all the potential new students and members that we might be able to reach.

John tells me the material is already available to offer this program again this year and new stickers are available. Many of you already have the forms as there have been no changes from 2013. There is also a 15 minute training video available at www.smartboater.ca/rvcc and you can just click on Watch Video to view it. The video can be downloaded as can a Declaration form so that you can confirm your involvement.

Chair Dale Holland AP, will be assisted this year by the following regional coordinators: Jerry Powers SN, from Vancouver Squadron for British Columbia, Jean-Pierre

Marcotte from the St-André Squadron for Québec, Mary Ridgewell AP from the Alderney Squadron, for the Atlantic District and Dale himself from the Price Edward Squadron will remain coordinator for Ontario.

Please feel free to contact them for more information.

CPS-ECP initiates one time membership cards for all members

Jim Brown, S National Administrative Officer

As our world moves more and more into the electronic age, the tools used for personal identification and association at various levels are dramatically changing. Internet access, as a source of information and identification and as the tool for e-commerce has taken over the need to have personally issued cards as identification or association. Now, and into the future, the need for individuals to have a card of any sort in their wallet for these purposes is rapidly decreasing.

This same trend is being experienced by CPS-ECP members. Annually, CPS-ECP members have had a new membership card issued to them upon renewal. For the huge majority of members it is never used in any tangible way and it has become unnecessary to dedicate scarce resources to producing annual membership cards. However, the importance of having a membership card as a symbol of belonging to CPS-ECP is valued and is not to be lost in our changing world.

Beginning in 2014, membership cards for CPS-ECP members will be issued on a one time basis.

- Current members renewing in 2014 will be issued one more membership card this year that they will retain for the balance of their tenure as members of CPS-ECP. In future years beginning in 2015 no new cards will automatically be issued at renewal.
- Members who achieve Life Membership will be issued a special Life Members Card at the time they are awarded life membership.
- New members to CPS-ECP in 2014 will be issued the one time card at the start of their membership which they will retain for the entire tenure of their membership.
- Should a member misplace his or her membership card a replacement can be ordered from the National Office.

On a few occasions members may need additional verification of membership for some specific or individual reason. On these occasions members may contact the National Office and our staff will assist members on an as needed basis. As well, over the next few months we will be researching and developing a number of tools that can be accessed by members through their individual profiles in the CPS-ECP member's website for this reason.

John Gullick, AP
Manager, Government and Special Programs

Every year boaters ask me and many of our CPS-ECP members what they can do at the beginning of the boating season to be well prepared?
Each season thousands of boaters go out on the water without the proper safety equipment required by law. This equipment can be of great benefit and comfort and can mean the difference between a great day out on the water and a potential disaster.

As a CPS-ECP member what can my Squadron and I do to help?
Consider becoming a Recreational Vessel Courtesy Check (RVCC) volunteer. The RVCC is a totally free voluntary service and is conducted without penalty if a deficiency is found. You simply complete the provided form with the boater and advise them of any outstanding requirements and offer a re-inspection when the boater has added the needed items.

How can I become a RVCC Volunteer?
There is a Training video and Declaration form available on line in French and English. Simply go to www.smartboater.ca/rvcc and click on Watch the Video. When you have done so complete the attached Declaration indicating that you have viewed the video, understand its contents and have no further questions. Then work with other RVCC volunteers in your Squadron to conduct RVCC inspections. Forms, compliance stickers and other CPS information material are available to be ordered through your Squadron. They may already have some of these materials on hand.

Becoming an active RVCC Squadron and volunteer will give you an opportunity to offer a valuable service to all recreational boaters regardless of their vessel of choice. It will also give you an ideal opportunity to talk to other boaters about CPS-ECP, its courses and other activities.

You can inspect vessels that are in or out of the water. You can tell boaters what is required and give specific information about each item, what items are best for specific vessels and boating conditions and even how to properly use certain items or what additional training might be available.

You can also talk about PFDs, Sail Plans, Alcoholic Beverage Consumption while on board and Pre Departure Check Lists.

Get your Squadron involved if that has not already happened. It is a fun activity and can be very rewarding for CPS-ECP members, Squadrons and all those other recreational boaters who participate.

Stand Up Paddleboards

Transport Canada, like the United States Coast Guard, classifies Stand Up Paddleboards as human powered vessels when they are being used for navigation. When being used within the surf zone for surfing activities, these requirements are not in force. When undertaking a trip or circuit such as a group crossing or solo outing, this is considered navigation.

As human powered vessels, Stand Up Paddleboards are subject to all carriage requirements, including lifejackets.

There must be one Canadian approved lifejacket or personal floatation device available on board and available for immediate use. There are many PFD options available for ease of use, such as waist-pack inflatables (a popular choice among competitive rowers, who are also short on space and require a broad range of movement) or low profile paddling vests.

While Transport Canada has received many requests for the consideration of a leash in lieu of a PFD, it does not recognize the leash/paddleboard combination as a floatation device. The department has received many inquiries from Stand Up Paddleboarders regarding Section 4 (Substitute Safety Equipment) of the Small Vessel Regulations. This part is intended to provide like-to-like exemptions, for example for police marine units to make use of tactical PFDs, or for small commercial charter vessels to carry high buoyancy PFDs in place of small vessel lifejackets.

Transport Canada supports leash use, but not as an alternative to a lifejacket or personal floatation device.

--From the Transport Canada website, www.tc.gc.ca/marinesafety, posted July 31, 2012

Bradley Schmidt
Markham – Agincourt Power and Sail Squadron

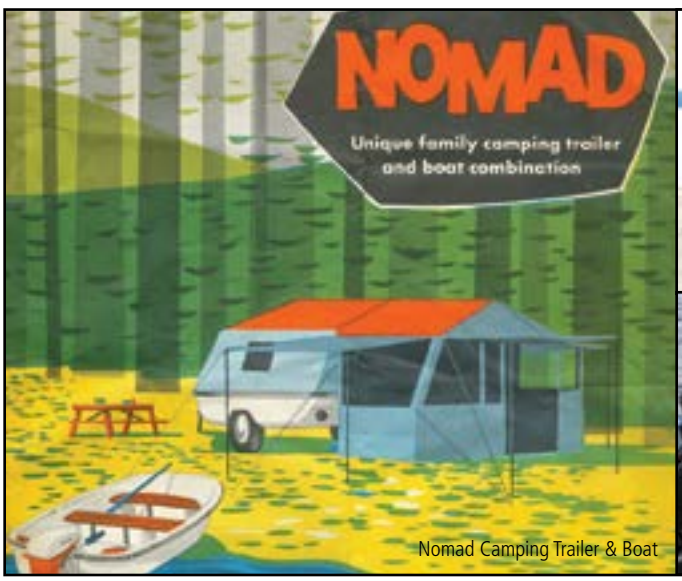
"Turn the radio up for that sweet sound, hold me close never let me go. Keep this feelin' alive, make me lose control." It was the summer of 1988. I wasn't quite nine years old but somehow even today, whenever I hear the chorus from the Eric Carmen song "Make me Lose Control" I am transported back 26 years to the base of Mississauga Street in Orillia, Ontario. I am standing in the hot sun between Branch 34 of the Royal Canadian Legion and the long since closed John Dory's Seafood watching the boaters come and go. It was the hottest song that summer and I suppose it was befitting that it was booming out of the speakers of the hottest car that summer, a white Pontiac Fiero that was drawing enough attention around town that my mom made me commit the licence plate to memory, 550 HMX, just in case she felt like reporting it to the police.

Recently I purchased an Evinrude 3hp Lightwin folding outboard motor from the 1960s to be used and displayed with the Nomad camping trailer / boat combo that I will finally be debuting this summer. As I daydreamed about an idyllic summer morning putting around a calm lake I found myself most looking forward to the familiar smell of the two cycle exhaust burbling from the stern of the boat.

It was then that I started reflecting on the importance of our sense of smell and the power of music to form and bring back memories. What does it for you? Does the combination of fibreglass and beer nuts conjure anything up for you? For me that's the Toronto Boat Show, a rite of passage in my family for years. How about the slightly pungent smell of Spar Varnish together with the lighter odour of paint thinner? For me that's hours of maintenance of the wood bits on my family's old boats. If those smells aren't familiar to you, what about the rhythmic "ching-ching-ching" sound of halyards hitting masts in a marina? What about the whining "click-click-click" of a winch pulling a boat back on its trailer? I know it's cliché, but Enya's "Sail Away" played seemingly on repeat the first time I went sailing on Lake Ontario and it has a way of taking me back every time I hear it.

If you haven't figured it out yet, these are the ramblings of someone who is desperately looking forward to Spring. Winter has us so firmly in its grip as I write this that my daydreams have become "High Definition" complete with sounds and smells!

It's been a Jet Set tradition for me to lay out some goals for the year in each Spring issue, so here goes. In summer 2014 I will (finally) debut the Nomad – expect a feature article to that end. In 2013 I got a thrill out of finding some landlocked lakes and campsites on Crown Land, including one affectionately known as "Little Cuba" because of its white sand beach. In 2014 I will return, this time with a boat of some kind in tow, and I promise some images and details. "The Family Truckster," my trusty 14' runabout got traded in on a larger aluminum bowrider, a 16' Spectrum with a 60HP outboard and a 4hp kicker motor in 2013. I am looking forward to sharing my adventures in this boat with all of you, stay tuned.



Nomad Camping Trailer & Boat

"Little Cuba"

Spectrum Aluminum Bowrider

Green Boating

Photo: Vanessa Schmidt

Susan Rollinson, editor, The Yardarm, Bay of Quinte Squadron

Looking for ways to be more eco-friendly when you're out on the water? The following 10 product and operation tips will help minimize your impact on the environment, while maximizing the efficiency and performance of your boat.

1. **Choose green products:** Look for the EPA-certified "Design for the Environment" DfE label, which assures you that the product has minimal environmental impact and is safer for the person using it.
   Benefit: Safer products. Reduce water pollution.
2. **Use the right prop:** Use a prop with the right pitch so your engine reaches its designed wide-open-throttle RPM. An adjustable-pitch propeller allows you to dial in the optimum pitch angle in single degrees. Modular props let you swap props while keeping the same hub.
   Benefit: Reduce fuel consumption, improve performance.
3. **Don't push water:** Install and use trim tabs or hydrofoils. Most planing powerboats can improve hole-shot acceleration or reduce fuel consumption with properly adjusted trim tabs and hydrofoils. Keeping on a plane at lower engine RPMs can extend your range and reduce your time on passages.
   Benefit: Improve boat performance and save gas.
4. **Keep the bilge clean:** Avoid the accidental discharge of oily water by using a sorbent in each bilge area. Consider a bioremediation product designed to convert hydrocarbons into safe compounds.
   Benefit: Safer products. Reduce water pollution.
5. **Retire that 2-stroke outboard:** Although it may be possible to get a few more years out of your old-technology outboard, you'll be much happier with the reduced noise, fumes, fuel consumption, and pollution of a modern injected four-stroke outboard. For an even quieter ride, try an electric outboard.
   Benefit: Save gas and reduce water pollution.
6. **Recycle your lead-acid batteries:** 12V batteries are among the most recycled products in the world.
   Benefit: Save money and conserve resources.
7. **Use an autopilot:** Modern autopilots can steer better than most helmspeople – and they don't have a limited attention span.
   Benefit: Reduce fuel consumption
8. **Recycle your monofilament fishing line:** Research recycling programs near you.
9. **Eat responsibly harvested seafood:** Choose sustainable seafood at restaurants or grocery stores to ensure fish stocks are plentiful for your children and for generations to come.
10. **Prevent fuel spills and reduce fuel usage:**
    - - Use or install a device to prevent overboard discharges from your tank vent.
    - - Slower speeds on the water reduce fuel usage.
    - - Proper use of trim tabs reduces drag, especially while accelerating up to planing speeds.
    - - Minimize the amount of time you idle at the dock.
    - - Minimize the use of onboard generators.
    - - Use dockside electrical power in lieu of generators.
    - - Have a float plan so you know exactly where you're going.
    - - Make sure the hull is clean.
    - - Don't under-power your boat. It's important you have enough motor to handle the load.
    - - Check your propeller. If your boat is slow "out of the hole" or lacks top-end speed, you might have the wrong propeller.
    - - A well-tuned engine uses less fuel.
    - - Use the grade of gasoline specified by the engine manufacturer.
    - - Visit DiscoverBoating.ca for more helpful tips on reducing fuel usage.

    Benefit: Save gas and reduce water pollution.

- See more at: http://www.torontoboatshow.com/features/boat-buying-tips/#boat-buying-tips-video

Canadian Safe Boating Council presents 2013 awards

CPS-ECP as an organization and Randy Johnson of Brant Squadron, as Volunteer of the Year, were included in the 2013 list of Safe Boating Awards presented in January to four individuals, five organizations and one municipality.

The CASBA award winners presented with their plaques at the annual gala in Toronto were:

Safeguarding the Environment – The Town of Oakville Ontario for achieving the prestigious Clean Marine 5 Diamond award for their ongoing work related to environmental sustainability in both the Oakville and Bronte Harbours.

Marine Professional of the Year – Ken MacDonald of Midland, ON for career-long contributions to boating safety on and around Georgian Bay.

Visible Personal Flotation Device (PFD) Wear in Advertising – Yamaha Motor Canada for its continuing commitment to featuring lifejacket wear as a normal part of the boating tradition. Yamaha first won this award in 2007 and has continued to be a leader in promoting lifejacket wear.

Special Recognition Award – Canadian Tire Corporation for their support of the Canadian Safe Boating Council's 5 Key Messages during Safe Boating Awareness Week 2013 through their weekly flyers and nationwide in-store signage.

Special Recognition Award – The Canadian Power and Sail Squadrons in recognition of 75 years dedicated to boating education and promoting safety on the water.

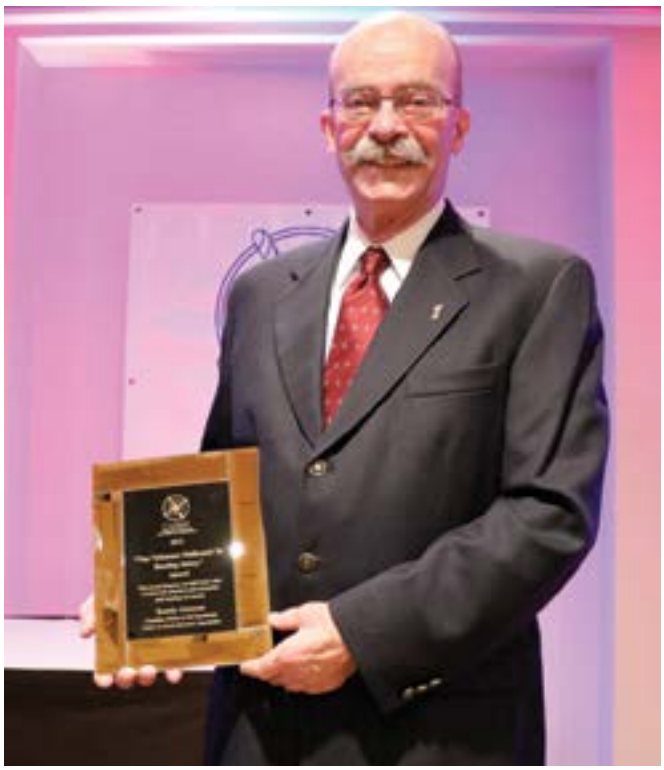
Ontario Power Generation Best Boating Safety Initiative – Aquanaute Training Centre, for their annual "Rendez-vous Nautique" event designed to embrace the fun and family lifestyle of boating, They also provide a perfect venue to promote safe and responsible boating.

Top Volunteer Dedicated to Safe Boating – Randy Johnson of Brantford, ON for his lifetime volunteer role with CPS, the Pointe au Baril Islanders' Association and other organizations.

Best Media Contribution to Boating Safety –The Quebec Lifesaving Society for its National Drowning Prevention Week initiatives during the 2013 boating season.

Special Recognition Award – Robert (Bob) Eaton for his tireless efforts working with Canadian marinas to adopt environmentally friendly processes through the Clean Marine Program.

Stearns Rescue of the Year Award – Chris Cameron of Harbour Air for his rescue, from a float plane, of three canoeists in the glacial waters of Green Lake, near Whistler, BC on Canada Day 2013.



CPS-ECP Instructor, Randy Johnson was named Top Volunteer Dedicated to Safe Boating. .

The Canadian Power and Sail Squadrons Special Recognition Award –Doing it Right for 75 Years

The Canadian Power and Sail Squadrons (CPS-ECP) mandate for the past 75 years, has been to increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating. To this end, many local law enforcement agencies and municipal authorities consult CPS-ECP on matters of training and navigational hazards. Training to such organizations as the Boy Scouts, Sea Cadets, and law enforcement agencies has been provided by thousands of CPS-ECP volunteers across Canada.

Whenever requested, members are available to teach, lecture, or advise on boating safety.

Since 1938, CPS-ECP has taught 850,000 plus boaters from coast to coast. To celebrate this milestone, CPS-ECP organized a Flag Relay with two CPS-ECP flags making their way from Windsor, travelling east and west across Canada, stopping at each Squadron from coast to coast. To symbolize how CPS-ECP has touched every major waterway in

the country, dipping ceremonies occurred in many locations across Canada during the summer and fall of 2013.

For 75 years CPS-ECP volunteers have continually taught and developed French and English boating safety courses that keep up with boater needs. CPS-ECP teaches everything from the Pleasure Craft Operator Card, Charting, Weather, Electronic Navigation, Boat Maintenance, VHF Radio to Celestial Navigation. CPS-ECP has continued to raise the bar for Canadian boating safety education, teaching boating safety courses before they were mandatory and, in 1995, releasing an interactive computer-based training program for their BoatPro Course. Topics included Safety and Awareness, Rules of the Road, Aids to Navigation and Docking with end of chapter quizzes. Once students passed the final test they received a wallet-size BoatPro card. In 2012 CPS-ECP started teaching the Pleasure Craft Operator Card course in Chinese. CBC's The National featured this milestone during the Toronto Flag Relay Stop.

CPS-ECP continues to work the Canadian Marine Advisory Council and the National Education Standards Panel for NASBLA to advise on recreational boating safety education.

Randy Johnson, Top Volunteer Dedicated to Safe Boating, 2013 –Nothing Fulfills Like Giving Back

Randy is an active volunteer with: the Canadian Power and Sail Squadrons (CPS-ECP), the Pointe au Baril Islanders' Association, the Marine Patrol and the Ojibway Club. Every minute he gives to these organizations is devoted to promoting safe boating.

Randy joined CPS-ECP in 1999, and two years later became Assistant Training Officer for Brant Squadron. He has been their Training Officer since 2005. For the past eight years, he has delivered Boating, Boat Pro, Marine Maintenance, VHF and Pleasure Craft Operator Card (PCOC) training courses there.

That takes care of his spring months but, just because his students have graduated, Randy's work is not yet done. He teaches boating safety and promotes Canadian Power and Sail Squadrons education throughout the summer months.

In addition to serving on the Bridge and delivering courses during the training season, Randy provides PCOC and VHF seminars to cottagers and boaters in the Pointe au Baril area, where he happens to have a cottage.

As Boating Safety and Fire Safety chair of the Pointe au Baril Islanders' Association (PaBIA) since 2005, Randy gets his feet wet teaching boating safety with the Pointe au Baril Islanders' Association, its Marine Patrol, and at the Ojibway Club. He also delivers boat handling seminars and on-water coaching at the historic Ojibway Club.

The Ojibway Club is a not-for-profit community organization offering recreational programs for youth between the ages of five and 14 years and adults at the historic Ojibway Hotel Advertising in the Pointe au Baril Islanders' Association (PaBIA) website and in its yearbooks, Randy has been delivering PCOC seminars at the Ojibway Club in Pointe au Baril since 2008. He has handed out PCOCs and CPS memberships to some 228 candidates over that period.

In addition to running the Boat Pro/PCOC and VHF seminars, Randy conducts boat handling seminars and on-water coaching aboard cottagers' own boats. He has had 13 participants over the past three years.

Each summer, the Pointe au Baril Islanders' Association hires university students to operate its Marine Patrol. The Marine Patrol monitors boaters safe boating behavior, takes lake water quality samples on behalf of the Medical Officer of Health, monitors the condition of crown owned land to ensure that boaters and campers don't abuse the properties, and removes garbage from waters and shorelines when observed on patrol. Each spring since 2006, Randy has trained and qualified those new Marine Patrol hires in boating safety and ensures that they all earn PCOCs and become qualified VHF operators.

Lastly, not content with his own considerable efforts to spread the word about safe boating, Randy regularly arranges for the Canadian Coast Guard to conduct boating safety workshops at the Pointe au Baril light station, for Ojibway campers.

The Canadian Safe Boating Council (CSBC) is a registered charity, and its members and partners from all areas of the marine community include boat and marine product manufacturers, boating education organizations, water safety and marine law enforcement sectors. The Council's goal is to work to ensure that the millions of Canadians who head out on the waters in canoes and kayaks, sailboards and sailboats, fishing boats, personal watercraft, power boats and cruisers are equipped with the knowledge they need for a safe day on the water.

Visit http://www.csbc.ca for more information about the CASBAs and the Canadian Safe Boating Council.

Life jackets and Man Overboard – a personal note

Brian McCulloch, N Editor, Skipper, Goderich Power and Sail Squadron

Canadian Power and Sail Squadrons has always preached the importance of wearing DOT approved life jackets. The general boating population has still not complied well, so it remains a key CPS-ECP focus. This is the CPS latest initiative:

On August 23, 2013, the Past Chief Commander of CPS-ECP, Richard Bee, formally supported the International Lifejacket Wear Principles, effectively including our organization among those considered to be Safety Partners in this international initiative.

The Principles were formally defined in Sydney, Australia on May 1, 2013 but the foundation blocks were laid at the Canadian Safe Boating Council (CSBC) boating safety symposium at Lake Muskoka, Canada in May, 2012. The goal of the international collaboration is to promote lifejacket wear and to normalize it by encouraging boating media around the world to show people wearing lifejackets in small boats.

Jean Murray, CSBC Chair, notes the initiative is built around the reality that "There is a common, tragic theme in boating fatalities, the majority of lives lost involve a person who did not wear a lifejacket in a small boat."

The CPS-ECP initiative is really relative and I bet for most skippers it is very relevant. A man drowned off Bayfield last year, and I know of a fellow club member who very nearly drowned in October.

He is a good friend, elderly, and an avid sailor. Incidentally he was the skipper. Rarely does he actually wear the lifejacket. While taking down the sails in a sheltered harbour he lost his balance and fell overboard. The water temp was about 17C, so not that cold, but he became disoriented and could not move when all his clothing became water logged. Luckily there were enough crew members who could swim and render assistance. In all, three people had to dive in to save him. It was a really difficult job to get him aboard. In rough or cooler waters he might not have made it.

The lesson here for me is: review the criteria on when to actually wear the lifejacket. For me?- On all occasions except perhaps on a calm warm day with the boat at anchor in a sheltered cove not far from shore. As the skipper, it is his/her responsibility to decide when they are to be worn, and ensure that they are. For the young and infirm this should be always.

Swimming ability becomes a minor factor in survival in anything but calm warm waters. As well as that, the skipper needs to know and practice a man overboard recovery, and retrieval method. Every boat has a different configuration, so it is necessary to work out a recovery and retrieval method that is workable on your boat. Sail boats have halyards and winches that can be utilized.

I highly recommend that all boats have a 'Lifesling' attached and functional. See the CPS-ECP Seamanship course for tips.

Be prepared

It's a beautiful day; the sun is shining and you've just launched your boat for the start of another season on the water. And the thoughts of that tough winter just past are quickly forgotten. Everyone's on board, excited about the day ahead, so off you go.

The day unfolds as you had hoped it would. Until a problem leaves you dead in the water.

It could be that you've run out of gas or you've had a mechanical breakdown of some kind. What to do? Likely what you did not do is check your boat thoroughly before heading out. And unfortunately, you are not alone.

Scott Miller, a Maritime Search and Rescue Coordinator with the Canadian Coast Guard says: "75 to 80% of calls for help to the Coast Guard are non-distress calls; the most common ones deal with boats that have broken down, run aground or have just run out of gas which is far and away the most common call to the Coast Guard."

Mechanical failures can strike any boater, any time. That's just part of boating. And it's not necessarily an indication that the boater has simply failed to properly look after the boat. Stuff happens !

But many calls for help are predictable and preventable. Have a proper check list for your boat and follow it before you head out, each and every time. Make sure that your boat is mechanically sound and that you have enough gas for your intended voyage with some in reserve. And file a sail plan or itinerary to help Search and Rescue find you in the event of a real emergency. A few simple steps will save you the embarrassment of making an unnecessary call for help and diverting search and rescue resources from areas where they might be needed more.

Review your check list BEFORE your leave – Be Prepared

Photo: USCG

If you drink, don't drive

There's a windsurfing launch site in Collingwood, Ontario. Just next to it is a large inukshuk. That inukshuk was built to honour the memory of Pete Crompton.

Pete was an amazing guy, by all accounts. He was a member of Ontario's ski team. He was a scratch golfer. And he was a stellar windsurfer. Windsurfing was his passion. He loved the water and he loved speeding across it, propelled by a stiff breeze in his sail. If he had lived past his 27th year, there's no end to what he could have achieved in his life.

But Pete didn't live to see 28. He was killed in a boating accident in 2003, struck while sitting in the stern of a friend's boat on Lake Joseph. The driver of the other boat was charged with 8 different offences but, chief among them was "impaired operation of a vessel causing death".

When the Canadian Safe Boating Council and the Canadian Power and Sail Squadrons speak to Canadian boaters each year about the dangers of drinking and boating, there is no gentle way to do it. Drinking is dangerous on boats. It can lead to deaths like Pete Crompton's. Every death on the water is avoidable but that's especially true with alcohol.

The motto on the road is "if you drink, don't drive". It's the same on the water. And so are the laws.

Legally, there are only very few instances when you can drink on a boat in most provinces in Canada. Specifically, it is legal to drink if the boat is tied up at the dock or anchored for the night - in other words, you're not going to drive it anywhere - and if the boat is equipped like a residence, complete with sleeping accommodations, a galley and a head. Many people don't realize this. They assume a boat is a floating version of their cottage, a mobile bar. It isn't.

First and foremost, a boat is a vessel in the same way a car is a vehicle under the Highway Traffic Acts in all provinces and territories in this country. If you are convicted in Canada of driving a vehicle under the influence, you lose your licence. In many parts of Canada, the same thing applies if you are under the influence in a boat and you're not meeting the two conditions mentioned above. And you might lose your car driver's license too.

The Canadian Safe Boating Council completed a survey that confirmed some longstanding bad habits among boaters. The study focused on drownings involving boats in Canada and demonstrated that, in nearly 40% of the deaths, alcohol was detected or suspected and 23% of victims were above the legal limit. The effects of sunshine and a boat's rocking motion increase the effects of alcohol and, for a boater, a simple ride can turn into a dangerous dunking. A big wave, a quick change in the boat's direction, or a 'tippy canoe' can result in someone in the water.

However, Pete Crompton's death was different. He was hit and killed by an impaired operator, a driver so intoxicated he couldn't avoid slamming into another vessel on open water. When he died, Pete became not just a statistic but a life cut short, its promise never fully realized.

Fortunately, his death was not in vain despite how senseless it was. Pete's father, Ken, lobbied for changes to the drinking laws in Ontario that now reach out to include boat operators.

Psychologists know that human nature has a way of rationalizing. "It can't possibly happen to me" is often the thought. Whether that means "I'll never be caught" or "I'll never be killed" doesn't matter.

Neither of those things will happen if boaters stick to just boating on the water. Have a few drinks on shore and then stay put.

It's that simple - If you drink, don't drive.

Tickle your teak

Bill Milne, JN

Teak, which has been used for 1000s of years on boats, has built in natural oil that helps protect it in fresh and harsh salt water marine environments.

Most of the prime teak comes from the Golden Triangle in Asia where Vietnam, Burma (now Myanmar) and Thailand meet. This area has been heavily logged out and decimated by local conflicts over the last few decades and very little of this prime teak is left.

Word to the wise; pamper the teak you have every spring and fall.

The obvious regular maintenance is to keep the teak clean from salt, seagulls and environmental pollutants. This is easily accomplished, on a regular basis, with mild boat soap and water solution and then a rinse on outside teak and a damp soft cloth wipe on inside teak.

The hot sun easily drives the natural teak oil out of teak and thus it gradually gets dry, cracked and grey.

The Chinese for centuries have used tung oil, an extract from the nuts of the tung tree to protect their teak and other hardwoods.

A routine top up of good quality teak oil is the best long term protection for natural teak or teak veneer in marine,home and cottage outdoor furniture.

Most teak oils in the market today are simply a synthetic tung oil. There is one product, developed in Canada many years ago, that starts with tung oil, adds four more natural wood oils, a water proofer and UV screen, that will give your teak natural Ultra protection.

Prior to or shortly after spring launch is the best time to protect your teak.

If the teak has been varnished or otherwise sealed with commercial products there is no point in using teak oil. Even if you work hard and sand down sealed teak, you can never get below the base surface. These sealants have clogged the pores below and any teak oils applied are not able to soak in and teak oil will flash off within weeks.

What do you do if your natural unsealed teak has gone grey? Save a lot of time and effort and use a top end, Two Part Teak Cleaner, and an inexpensive foam brush, to renew this surface to a like new golden teak look in minutes. This process may eat away a small amount of the softer grain, so only do this process every five years or so as necessary. After cleaning of any kind, allow your teak to naturally dry for days before adding teak oil or any coating. If not you seal in moisture and get that black streaking from internal mould happening. Once dry, use Quickwood or similar fillers that can absorb oils, to fill in any gouges. Sand the teak lightly with fine sandpaper to remove any minor surface material raised by this teak renewing process.

Apply the Natural Marine Ultra Teak Oil with a soft cloth, or use a foam brush on grates or wicker outdoor furniture. Apply three coats outside teak and a single coat on inside teak and home furniture. Teak will tell you when it is full….it will puddle on the surface. Wipe off any excess and enjoy.

It is good practice to top-up your teak just before putting boat or cottage furniture to bed for the winter. The summer sun has done its work and our very dry Canadian winter and allows teak oil months to evaporate.

The result; Your Pampered Teak is happy teak and you will greatly extend its life.

For More Information
Bill Milne JN
Natural Marine
www.alexmilne.com
1-800-563-5947

CPS-ECP Policy for protection of privacy

Charles Beall, National Law Officer

Posting personal information on-line is subject to privacy laws. No one's personal information may be posted without their express consent to having the information put on line. Posting personal information poses a safety and security risk.

Some Squadrons and Districts want to create on-line directories.

In order to provide a safe and secure environment for on-line directories, CPS-ECP is in the process of creating such directories based on the membership information collected in the WBAS data base. Each member may elect to participate in a Squadron, District, or National electronic directory, or not participate at all. These directories will be available in the spring of 2014 and you will be advised when ready.

Until then, if a Squadron or District wants to establish their own electronic directories, certain requirements must be met.

The site must be secure using a program such as Citrix.

Access must be limited to CPS-ECP members by a password combination of 13 letters, numbers and characters.

Every person whose name is in the directory must have given their written consent to the specific information being posted (and e-mails do not count). The Squadron Secretary or Membership Officer shall collect and keep the consents.

Participation must be voluntary.

Squadron and District Bridge officer information may be posted on their respective web-sites, but the contact information should be an alias e-mail address or contact form.

Green cleaning

Green clean at home as well as aboard

What are the chances that, while we are environmentally conscious when we are on the water, our cupboards and shelves are lined with chemical cleaners? How be we make an effort to use green solutions at home and at the cottage as well as on the boat.

Quick tips:

Baking Soda – cleans, deodorizes, softens water, scours.

Lemon – is one of the strongest food-acids, effective against most household bacteria. Squeeze bottles of imitation lemon don't count.)

White Vinegar – cuts grease, removes mildew, odors, some stains and wax build-up.

Cornstarch – can be used to clean windows, polish furniture, shampoo carpets and rugs.

Baking soda or vinegar with lemon juice in small dishes absorbs odors afloat or ashore. So do fresh coffee grounds or simmering cinnamon in water.

Prevent cooking odors by simmering vinegar (1 tbsp in 1 cup water) on the stove while cooking. To get fish and onion smells off utensils and cutting boards, wipe them with vinegar and wash in soapy water.

All-purpose cleaner: Mix 1/2 cup vinegar and 1/4 cup baking soda (or 2 teaspoons borax) into 2 litres water. Store and keep.

Cleaning stainless steel: In a spray bottle, mix 2 tablespoons of baking soda, half a cup of vinegar, and two cups of warm water. The mixture will foam up. When it stops bubbling, put on cap and spray stainless steel surface, then wipe clean and dry with a lint-free cloth.

Zebra mussels reach Lake Winnipeg

Joan Eyolfson Cadham, S

Zebra mussels have been found in Lake Winnipeg, on the hull of a private boat, on a dock at Winnipeg Beach, and on some fishing boats dry-docked at Gimli. An invasive species that can spread rapidly, zebra mussels have no commercial value. They average from 2.5 cm to 5 cm long, "roughly the size of your thumb nail," says Robert Kristjanson of Gimli, who has, for many years, been concerned about the possible invasion of zebra mussels into Manitoba.

Kristjanson, who has spent his professional life promoting practices that will protect the lake from chemicals and pollution, is a life-long commercial fisherman, a member of a family that has been in the business for 125 years. He was, he said, brought up on boats on the water. In 1979, Robert's son, Chris, became the fourth generation of Kristjansons on Lake Winnipeg. His daughter, Roberta, and her husband, Bill, also fish commercially.

"I can't emphasize clearly enough what an absolute disaster this is," says Kristjanson, who became aware of the zebra mussel problem when he began travelling through the Great Lakes system, promoting the family's other business, the sale of netting. "I saw the problem first hand, and came back all wound up. Nobody paid a sliver of attention." Zebra mussels were first detected in Canada in the Great Lakes area in 1988, in Lake St. Clair. Native to the lakes of southern Russia, zebra mussels were most likely released into the Great Lakes system through the discharge of ballast water by ocean-going ships traversing the St. Lawrence Seaway.

An adult female zebra mussel can produce 1,000 eggs in each reproductive cycle, and over 1 million each year. The tiny creatures can cover the undersides of docks, boats, and anchors. They block pipelines, clogging water intakes of municipal water supplies and hydroelectric companies. They are responsible for the near extinction of many species in the Great Lake system by out-competing native species for food.

"I travel the Great Lakes system at least once a year," said Kristjanson. "I've talked to all the fishermen. I've tried to get some sense of what is happening, to prove something. At the border, there was a sign, 'Wash your boat.' But that was the whole of the prevention measures. Every trailer in Minnesota and Wisconsin has a boat. They are anglers. And if you don't flush the engine well they can live for days. But nobody in Canada paid any attention.

"There are five different kinds on the Great Lakes. And it's not going to affect just us. Now the whole of Western Canada will have them. They'll be in Lake Manitoba, then Lake Winnipegosis, and then every river and lake across Western Canada. They will be carried on every seaplane, every boat behind every car going down the highway. Imagine what they are going to do to the hydro. When there was all the flooding of the Red River, with water pouring in, I knew something was going to happen," he said.

Described as "the dean of Gimli commercial fishermen", Kristjanson is a founding member of the Lake Winnipeg Stewardship Board and a veteran member of the Red River Basin Commission. His first work was to save Lake Winnipeg from increasing phosphorus and nitrogen levels, but he sees the zebra mussels as a much greater threat to the ecosystem.

"They get into the nets and you can't get them out," said Kristjanson. "After a storm, well, that's when they move. And think of our beaches. After a storm, the shells will cut your feet."

Help Promote CPS-ECP and Safe Boating

Participate in the following events to promote your Squadron

Don't forget to post your events on the National Calendar so we can promote them too.

April 6-12

National Volunteer Week

NVW is a time to recognize and celebrate the incredible efforts of our volunteers.
Download campaign material at:
http://volunteer.ca/content/national-volunteer-week

May 15

National Lifejacket Day – Wear your Lifejacket to Work

The Canadian Red Cross marks National Lifejacket Day, an annual campaign to encourage and promote the use of lifejackets and PFDs among boaters.
Download campaign material at:
http://www.redcross.ca search: National Lifejacket Day

May 17

Ready Set Wear It – Life Jacket World Record Day

Participants in cities around the globe will gather to set a world record for the most life jackets worn and inflatable life jackets inflated. The goal is not only to promote the comfortable and versatile options when it comes to life jackets, but also to educate the public about life jackets and safe boating in general.
Download campaign material at:
http://www.readysetwearit.com

May 17-23

Safe Boating Awareness Week

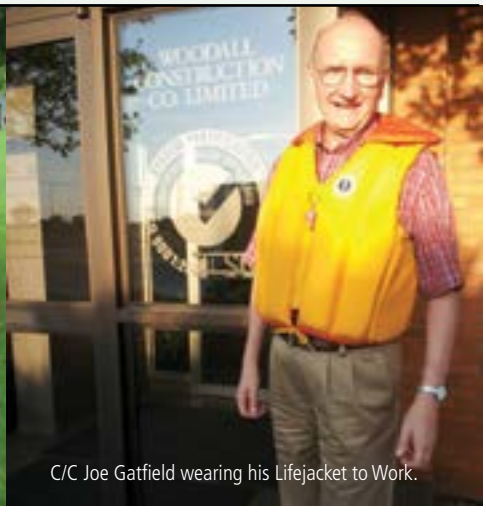
The purpose of Safe Boating Awareness Week is to promote safe boating practices to the estimated 16 million recreational boaters in Canada who hit the water each year.
Download campaign material at:
http://www.csbc.ca

September 20-28

Great Canadian Shoreline Cleanup

You can make a world of difference by joining Canadians from coast to coast to coast to clean up shoreline litter in your community.
Book your cleanup site at:
www.shorelinecleanup.ca

Port Moody Power and Sail Squadron Shoreline Cleanup. Photo: Sukru Yigit



C/C Joe Gatfield wearing his Lifejacket to Work.

Photo: Vanessa Schmidt

The Great Lakes: forecasting water levels is complicated

Joan Eyolfson Cadham, S

Polar Vortex was the 2014 winter weather buzz word, in particular in Ontario. And that vortex meant that ice formed on the Great Lakes earlier than usual. As well, the ice cover was much thicker, leading the Canadian Coast Guard to warn about dangers to shipping. Canadian and American Coast Guard ice breakers were at work by mid-December, and, in spite of their efforts, on January 6, ice jams trapped three ships on the Detroit River. The Canadian Coast Guard spelled out the problem. The combination of wind and extreme cold had compressed and solidified the ice, making ice-breaking escort work very difficult.

According to the Great Lakes Environmental Research Laboratory, by mid-January, 60 percent of the Great Lakes was covered with ice. In theory, that should be good news – except for the shipping industry. Ice cover should prevent evaporation and ensure that Great Lakes water levels will rise.

However, it's much more complicated than that, according to a report released in January by the Great Lakes Integrated Sciences and Assessments Center. The study, the first binational coordinated effort to study the Great Lakes, was led by John Lenters, a senior scientist at Ann Arbor-based LimnoTech, an environmental consulting firm. Researchers, both American and Canadian scientists, included Christopher Spence of Environment Canada.

The report shows that water levels in the Great Lakes levels are the result of a complicated combination of conditions including temperature, precipitation and evaporation as well as ice cover. Yes, the ice slows down evaporation. But to get that ice coverage, it is necessary for there to be major evaporation across the lakes in autumn. The evaporation is necessary to cool the lakes, in somewhat the same way that perspiring cools a human body. Extra evaporation will ensure earlier and thicker ice coverage.

According to John Lenters, that's what happened in 2013-14. Again, in theory, the ice coverage should compensate for the water loss during the autumn evaporation.

Great Lakes water levels had declined in most of the lakes since the late 1990s, but have recovered somewhat because 2013 was so wet. And that's where forecasting lake levels by trying to balance evaporation and ice cover becomes complicated. The other factor, precipitation, is not easily predictable.

The binational group's network of five stations is one of the few sources of direct, year-round observations of Great Lakes evaporation. The gaps that the study found in the current understanding of fundamental environmental processes highlights the need for sustained funding for the project's Great Lakes evaporation monitoring network, John Lenters said.

Book Reviews

Sailor without a boat: How I sailed on other people's yachts and lived to tell about it, Robert A. Bériault, 2011 ISBN 978-1466436138, 344 pages, soft cover

Most of us have dreams. Some are just flights of fancy – wanting to be a rock star, or a second Rembrandt, or becoming an ocean sailor. North America is filled with musicians. Not many of them reach rock star status. On the other hand, Grandma Moses, Anna Mary Robertson, became famous for her art even though she didn't pick up a paintbrush until she was 70. And Robert Bériault, who was 57 before he enrolled in his first sailing class, has spent 13 years not only sailing the world's oceans but, even more dream-like, doing it all without owning a boat.

But this isn't a how-to manual – though Robert incorporates his how-to and how-not-to information, the good, the bad, and the downright scary, seamlessly into a series of stories about his travels. Robert is a storyteller. A book review is supposed to include quotations from the manuscript. The problem with Sailor Without a Boat is the temptation is to quote pages rather than paragraphs, so we will leave it with this: "I've been asked if I regret my last adventure… the answer to that question is no, I don't have any regrets. I enjoyed spending time is a beautiful anchorage… I enjoyed sailing on the Pacific, when we were actually sailing, that is… And if the eye infection had not occurred I would never have stayed in place long enough to write this book."

Robert grew up in Ottawa in an environment that gave him a definite edge – he is totally bilingual. He's a scientist and an entrepreneur and a writer with another definite edge – the ability to write humour that isn't forced or awkward.

The book is an eclectic collection of stories about wildly divergent voyages, all on someone else's boat, somehow, magically, together. But it's more than just stories. Robert can't resist teaching (Port Hole published a recent article of his on how to use the proper nautical terms) and the good times and bad are backed up with an analysis of the thought processes that produced one result or another – not tacked on at the end, but gently woven into the story itself. And, at the end, there are more than 30 pages of solid information ranging from the glossary to safety check lists to, of course, some serious advice on deciding whether someone else's boat is one you want to consider. And Annex 7, three pages: Musing on Piracy.

The Book for Senior Boaters: Be Prepared – Be Safe, James Thomas Eastman, 2011, Book-Broker, ISBN 978-9832670-4-1. 105 pages, soft cover.

James Thomas Eastman is a former Coast Guardsman who is a senior, has set up training courses for the mostly senior boaters who make up the Charlotte County Sheriff's Office Volunteer Marine Patrol, and decided it was time to "address the issue [of senior boaters] and come up with some answers and solutions so that we might extend our safe and enjoyable boating years."

The very readable book, filled with photos, graphics and quick tips, looks at the aging process and how it applies to boaters, a topic, Eastman says, that has never been explored, although aging and running, golf, driving, and most other hobbies and activities have been covered. A clever and useful idea – each chapter ends with a blank page for the reader's own notes.

"Boat longer, boat safer, and enjoy it," he says. And he's a great fan of practicing to keep up skill levels. "The difference between being an average boat operator (skipper) and being an accomplished one is quite simple; it involves implementing a few basic changes in the way you approach boating." Athletes and race car drivers spend hours practicing, he says. What group rarely goes out for practice sessions? Boaters. "It might be an ego thing," he suggests.

Three Seasons in the Wind: 950 Kilometres by Canoe Down Northern Canada's Thelon River, Kathleen and Michael Pitt, 2000, Hornby House Publications, ISBN 0-9686581-0-5, 145 pages, soft cover.

"I can still remember lying in the tent pitched above Schultz Lake, listening to the hushed breath of absolute silence that reached out to us from beyond infinite, isolated tundra, lake and mountains."

The Thelon River, part of the Canadian Heritage Rivers System, flows 950 km across Northern Canada's Barren Grounds. Michael and Kathleen Pitt took 37 days in the summer of 1993 to paddle that system, after switching from backpacking to canoeing in 1987.

In the disclaimer at the beginning of the book, Michael and Kathleen point out that they and/or the publisher cannot be held responsible for "damage of alleged damage caused directly or indirectly by information contained in this book." It's the standard disclaimer found in guide books but in particular is important for a water-related adventure because, unlike paved highways, waterways change without notice, However, there is much in this book that is useful for anyone considering a wilderness canoe trip, in particular the final suggestions for meal planning and shopping. There is also a strong underlying lesson that the reason the Pitts' trip was so successful was that they had taken the correct first step – serious planning. Kathleen practiced drying and reconstituting all the food they would be eating. They practiced boiling water under tough conditions. They worked out exactly how much propane their stove would use each day. It's the little details that get you when you are far from home and can't order in a pizza.

Joan Eyolfson Cadham

Photo: USCG

Jim Hay, JN, Lake St. Louis Power and Sail Squadron

As I am writing this the temperature in Pointe-Claire, Quebec is minus eight degrees Celsius and the breeze makes an otherwise pleasant day somewhat uncomfortable. It is winter though, and we are in Canada.

When speaking at the CPS-ECP conference in Edmonton, David Phillips, Canada's senior climatologist, said that we should expect more extreme weather. When I watch the evening news and see that it is warmer in Nome, Alaska than New Orleans I know something is wrong. Snow ball fights in Montreal or Moose Jaw would not be considered unusual but a snow storm in Austin, Texas? Temperatures in Atlanta, Georgia don't usually go below freezing during the day but minus three degrees Celsius is what they are getting along with the snow...

Who knows what this summer will bring. I certainly won't be trying to predict it when David Phillips says that meteorologists are having challenges with accuracy. Where I am now, winter is much like I remember it in my childhood but the times they are a changing.

Whatever the weather brings this summer there is one thing for sure - we all want to enjoy our summer activities without trips to the hospital or having to call the fire department or search and rescue.

Spring is the time we can prepare for a safe summer season regardless of what Mother Nature throws at us. Even George is learning. While re-reading some of the texts he got as part of CPS-ECP courses he's taken he realized that red beacons are supposed to be permanent aids to navigation and that you're not supposed to be a temporary beacon because your back has turned the colour of a boiled lobster. He'd rather eat a boiled lobster than look like one.

George even took advantage of the boat show to see what accessories are being offered and he's decided to change all of the frayed lines on his boat for new. He's put together a towing bridle in case he needs a tow or needs to help someone get home. He's made sure that he has all of the needed safety equipment and that it is in good condition.

He'll be testing the PFDs once the water is a bit warmer after the cottage is open. He'll pick a warm day since he figures that a device intended to keep a person afloat should be tested by someone fully clothed and not wearing only a bathing suit. Somehow climbing out of the water wearing soaking wet jeans on a cold and windy day just doesn't appeal to George and he really doesn't want to experience hypothermia first-hand.

George has put together a list of supplies he'll want once the cottage is opened - insect repellant, sun block, first aid supplies and other necessities. He's decided that he will keep a first-aid kit in the boat. He'll be checking the fire extinguishers, too, and making sure that they are operational. He's finally decided to replace the one which was used to put out the Coleman lamp when it caught fire. The lamp has since been replaced with a propane lamp and he dumped the unused contents of the fire extinguisher behind the boathouse - it seems that the contents of a dry chemical fire extinguisher is an effective herbicide but, please, don't tell the environmental people. They won't be happy.

That minor fire was during a power failure a few years ago and George really should have done something sooner about that fire extinguisher.

So, this year George is trying to be prepared for whatever comes and he's looking forward to enjoying summer safely with his family and friends at the cottage.

Canadian Power and Sail Squadrons' AGM, October 22-26, 2014

QUEBEC IS MAKING ITSELF BEAUTIFUL FOR YOU!

Quebec City is one of the most sought after tourist destinations according to these Specialized magazines: *Condé Nast Traveler, TripAdvisor, Travel and Leisure,* and *National Geographic Traveler.*

The Quebec region is exceptional for many reasons. It is recognized as a UNESCO World Heritage Site, its historic and touristic quarters are surrounded by walls, it has been the cradle of and daily testimonial to the French presence in North America for over 400 years.

The main tourist attractions and cultural and architectural treasures of the areas surrounding Quebec City and Lévis are all situated on the waterfront of the St. Lawrence River. It is an exceptional geographic situation that explains why its port became a port of call for the big cruise companies operating from New York and Boston and navigating the Maritimes and the St. Lawrence Estuary.

CONFERENCE LOCATION AND LODGING

The CPS-ECP AGM will be held October 22 to 26, 2014 at the Château Laurier Hotel located close to the Quebec Parliament.

This elegant hotel, located in the heart of Old Quebec, is only a few minutes away from the picturesque St. Lawrence River. It has an indoor saltwater pool and an outdoor whirlpool in an interior courtyard, as well as suites.

All of the air conditioned rooms at the Château Laurier Hotel come with free cable television, ironing equipment and a desk. You will also have access to an exercise room and business centre on site. The concierge services include an excursion office and ticket service.

The Château Laurier Hotel welcomes you right next to the historic Plains of Abraham, in the Battlefields Park and the Quebec Citadel. The *Musée national des beaux-arts du Québec* (Quebec National Art Gallery) is only 1 km away and many good restaurants await you within easy walking distance.

RELIVE NEW-FRANCE

Friday evening will allow you to discover the atmosphere of New-France as the Sovereign Council presides over a vast banquet during which the nobility and many peasants gather to celebrate and feast together!

PRELIMINARY PROGRAMME

This Conference will follow the format that the members of the CPS-ECP have become accustomed to over the past few years. The Governing Board and Training Department meetings will begin on Wednesday evening and continue all day Thursday.

Courtesy of St. Jacobs Country

The Squadron Commanders will have their meeting on Friday morning, at which time other meetings will be carried on with the Training Department and other Committees to work on different ways to implement the organization's new rules.

The organization's Annual General Meeting will take place on Saturday morning. This will be a very important meeting because our members will have to elect a new council for the first time, based on the Bylaws and Regulations.

CONTESTS AND COMPETITIONS

The annual CPS-ECP Competitions for training aids, scrapbooks, publications, paintings and photos will once again be proposed this year.

The participants must submit their work by September 1st. Each candidate must ensure that his/her material is delivered on time.

In order to allow you to get the most out of your visit to Quebec City, a special prize will be given to the person who submits the best tourist photos of Quebec City.

Entitled "JE CLIC QUÉBEC!" this contest is open to all participants of the Conference. Participants can present up to three pictures each. A jury will meet the day after the Conference and the winning photos will be published in *The Port Hole* and *Le Hublot* after the Conference.

ACTIVITIES AND TOURS

The proximity of Old Quebec will offer you easy access to many locations and activities, each more interesting than the last one.

Even better, all these tours can be done on foot and, in most cases, for free.

For those who prefer it, we will also rent a bus on Thursday and Friday afternoons for a sightseeing tour and a visit to the Quebec Aquarium. The planned route will allow you to take advantage of the Promenade Champlain, a linear park measuring almost ten kilometres along the waterfront.

QUEBEC ON FOOT

You will be able to discover Old Quebec, thanks to pedestrian circuits within the walls and Parliament Hill and their surroundings, each circuit taking about two to three hours. You can discover 400 years of history by wandering on the pedestrian malls in this beautiful, fortified city which has been classified as a UNESCO World Heritage Site. These visits can be done in the company of a guide or using a mobile audio guide.

In addition of visiting the Parliament Building located just in front of our hotel, you will have easy access to the Quebec Citadel, the most important British fortress built in North America. Located at the heart of Old Quebec's fortifications, it was built on Cap Diamant, the highest natural point in Quebec. As such, it dominates the city. Its defensive function and geographic location has earned it the nickname of "America's Gibraltar". The spectacle of the Changing of the Guard each day, at noon, is well worth the trip.

A BIT OF HISTORY

Built between 1820 and 1831, according to the French engineer Vauban's defensive system, the Quebec Citadel is an active military garrison. Once occupied by British troops and Canadian artillery, since 1920 it has been the official residence of the Royal 22nd Regiment, (the Van Doos), a unique regiment of Francophone infantry at the heart of the Regular Forces of the Canadian Army. It is in the shape of a polygon, its four corners representing a star, and it stretches out over an area of 37 acres (2.3 km^2).

The Naval Museum of Quebec (free admission) is located within the Port of Quebec. It can be easily reached from the hotel. You just have to go to the Château Frontenac, ride the cable-car down the hill to Champlain Street and take a stroll east towards the docks which will likely be full of huge cruise ships at that time of year.

AGM QUEBEC

at the Hotel Chateau Laurier Québec • October 22-26, 2014

Hotel Chateau Laurier Québec, 11220 Georges-V Ouest, Quebec, QC G1R 5B8 (418) 522-8108
CPS-ECP Conference 2014, 26 Golden Gate Court, Toronto, ON M1P 3A5 **hqg@cps-ecp.ca Fax: (416) 293-2445**

REGISTER ONLINE AT http://agm.ecpquebec.ca/

All fields are required

First Name _____ Last Name _____ Grade _____

Guest's First Name _____ Last Name _____ Grade _____

Address _____ City _____ Province _____

Postal Code _____ Tel _____ E-mail _____

Squadron _____ District _____

Member no. _____ Officer Position _____

Is this your first national conference? ❑ Yes

FULL CONFERENCE MEAL PACKAGE

Includes Friday Theme Dinner and Dance, Saturday AGM Luncheon and the Chief Commander's Gala Dinner and Dance

_____ x $230*/$250 = $ _____

Individual Conference Meals will be set in the June Porthole

Theme Dinner and Dance
Friday, October 24, 2014

_____ x $98 = $ _____

AGM Luncheon
Saturday, October 25, 2014

_____ x $65 = $ _____

Gala Dinner and Dance
Saturday, October 25, 2014

_____ x $100 = $ _____

Total: $_____

*Early registration rates apply if received on or before August 15, 2014

PAYMENT INFORMATION

❑ Cheque. Please make cheque payable to CPS, Memo: Conference 2014. Note: Post-dated cheques will not be accepted.

❑ Mastercard ❑ VISA Name on the card _____

Card no. _____ Expiry Date (mm/yy) _____

Signature _____

Dietary OR physical restrictions and other requirements: _____

After July 1, 2014 higher registration rates will apply.

National Officers who have their hotel accommodations paid by CPS-ECP must make their reservations directly with CPS-ECP National Office after receiving the notice in June 2014.

All Officers and members are encouraged to attend the Seminars, Presentations and Annual General Meeting at no cost.

CANCELLATION POLICY

Cancellations on or before September 13, 2014 are accepted with no penalty. From September 14, 2014, all cancellations are subject to a $35 administration fee per person. After October 11, 2014, cancellations will be partly refunded only if other conference participants register to take your places.

AGM COMPETITIONS ENTRY FORM

Name: _____

❑ Entry will be shipped ❑ Brought with you or representative

Address: _____

Squadron: _____ Email Address: _____

Note Division and provide a brief description of your entry.

❑ Division 1: Training Aids _____

❑ Division 2: Navigational Aids _____

❑ Division 3: Crafts

❑ Section A: General Crafts ❑ Section B: Presentations

❑ Division 4: Scrapbooks _____

❑ Division 5: Publications

❑ Section A: Newsletters ❑ Section B: Stories, Poems and Narratives

---

❑ Division 6: Visual Arts

❑ Section A: Photography ❑ Section B: Painting and Drawing ❑ Section C: Sculpture

---

❑ Division 7: New Media

❑ Section A: Best of the Web within the WEB Portal Program* ❑ Section B: Best of the Web outside the WEB Portal Program*
❑ Section C: Digital Art ❑ Section D: Digital Presentations ❑ Section E: Digital and Film Photography

---

❑ Division 8: Environment

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* Entries for web sites must be made via an online entry form. The cut-off date for entries is July 31, 2014. Sites will be captured and judged, as they exist on that date. Changes made to the site after July 31, 2014 will not be recognized.

Please do not ship anything before September 7, 2014.
Mailed entry forms and shipped entries to be received no later than October 15, 2014
Mail Entries to: Marc Lestage, 10455 rue Vanier, Quebec, QC. G2B 3N4
For a complete set of rules, go to **http://agm.ecpquebec.ca/**

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Photo: Vanessa Schmidt, Skootamatta Lake

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40	Silverton Convertible	1988	49,500	31	Sea Ray 310 Sundancer	2000	74,500
39	Bayliner 3988 Motor Yacht	1995	114,900	30	Doral Prestancia	1989	19,500
38	Helmsman 38 Pilothouse	2011	324,000 US	30	Kettle Creek Trawler	1989	34,000
38	Pearson 38 True North	2006	289,000 US	28	Cruisers 280 CXi	2004	53,900
38	Silverton 38 Sport Bridge	2005	199,000	28	Sea Ray 280 Sundancer	1989	22,500
38	Carver 380 Santego	1994	75,900	26	Back Cove 26 Hardtop	2006	98,000
37	Four Winns 378 Vista	2003	119,000	26	Monterey 264 FSC	2012	59,500
37	Silverton 37 Convertible	1990	47,000	26	Regal 2665 Commodore	2003	44,900
36	Marine Trader 36 Aft Cabin	1990	74,900	25	Bertram 25 Hardtop	1972	25,000
36	Four Winns 365 EX	1991	44,000				
36	Carver 36 Aft Cabin	1984	39,900	38	Starflight Taylor Design	1988	74,900
36	Trojan 36 Tri Cabin	1986	34,000	37	Endeavour Ketch	1979	59,900
35	Albin 35 Hardtop TE	2004	169,000	36	CS36 Traditional	1981	45,000
35	Carver 350 Mariner	1997	89,900	36	CS36 Traditional Shoal Draft	1984	57,900
35	Cruisers 3570 Esprit	1995	69,000	36	CS36 Merlin Shoal Draft	1990	59,500
34	Sea Ray 340 Sundancer	2000	74,900	26	Nonsuch 26 Classic	1984	29,900

2000 Sea Ray 400 Sundancer
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1996 Carver 440 Aft Cabin
T- 8.3L Cummins 420 HP Diesel Inboards, Genie, Central Vac, Air/Heat, Hardtop, Enclosure $209,999

2001 Riviera 43 FB Convertible
T-430HP Cummins Diesel Inboards Fresh Water Boat , Heated Storage Recent Survey $269,000

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T-Mitsubishi-Chrysler Diesel 130HP Inboards, Genie, Reverse Air/Heat, Refurbished, Davits. $59,900

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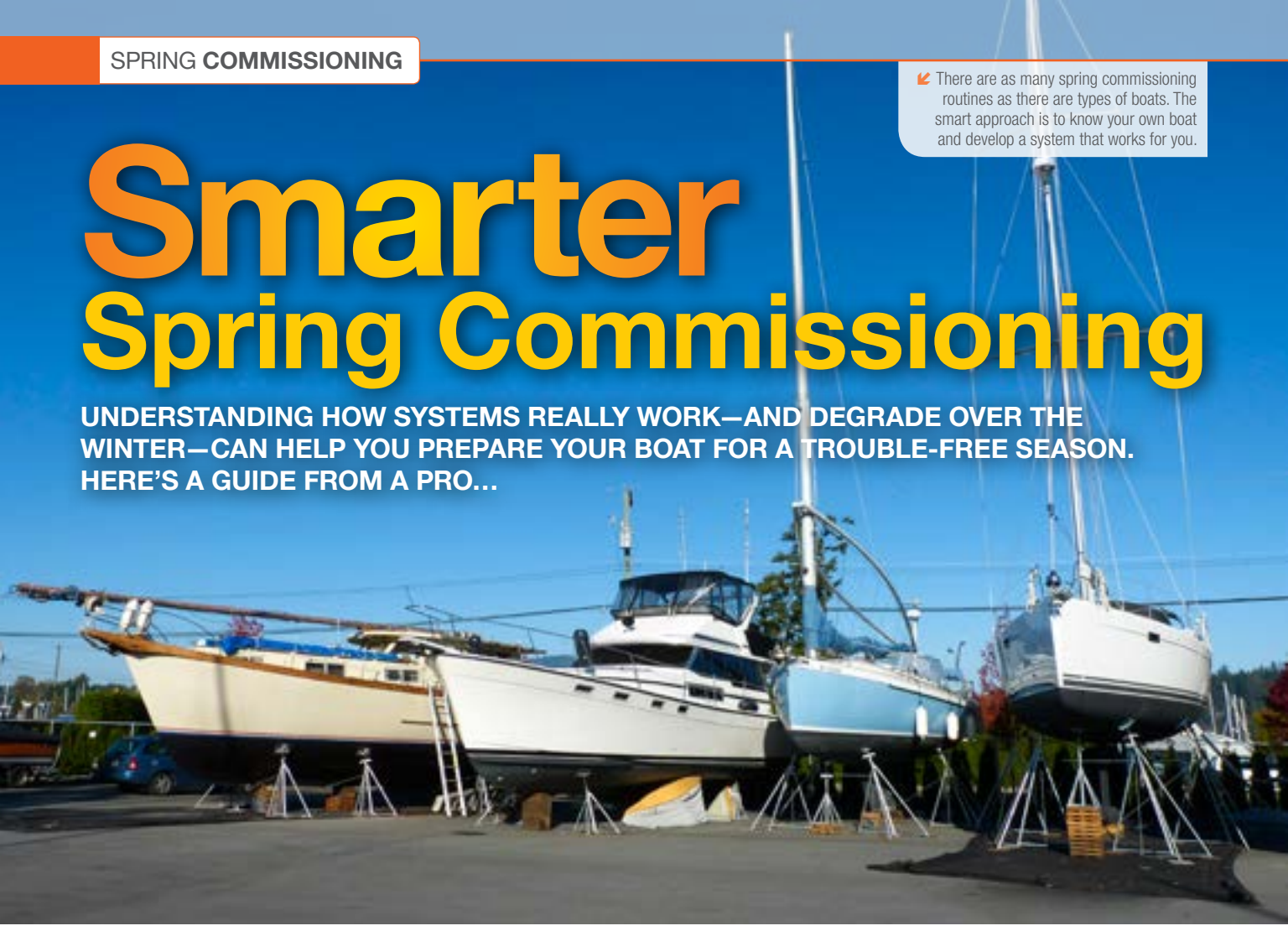

There are as many spring commissioning routines as there are types of boats. The smart approach is to know your own boat and develop a system that works for you.

Smarter Spring Commissioning

UNDERSTANDING HOW SYSTEMS REALLY WORK—AND DEGRADE OVER THE WINTER—CAN HELP YOU PREPARE YOUR BOAT FOR A TROUBLE-FREE SEASON. HERE'S A GUIDE FROM A PRO...

By Jonathan Paetkau

SOMETIMES THE MOST DAUNTING THING ABOUT LAUNCHING YOUR BOAT IN THE SPRING IS SLOGGING THROUGH THE CHECKLIST DESIGNED TO "HELP" YOU DO IT. And no wonder: commissioning efforts for Canadian boaters run the gamut from paying a full-service yard to re-commission every system on board to putting away the one lonely space heater that's been wheezing away on the salon floor since Thanksgiving.

So this, gentle boater, is not an attempt to tell you what to inspect, test, lubricate, purge, fill, loosen, tighten, top up, or tear apart in the process of spring commissioning. Rather, we'll illustrate some of the many ways in which boat systems may be damaged or fail, especially in the cold, damp darkness of winter.

It can be a long road, one that even "experts" struggle on, but a solid understanding of how your boat systems really work—and stop working—can help you tailor the commissioning process for your boat and your circumstances.

HULL AND DECK

One of the most misunderstood elements of boat maintenance is the material most recreational boats are made of: polyester resins. While they're quite stable, they do suffer from ultraviolet (UV) degradation—and surprisingly, they all break down in the presence of water, albeit very slowly. Of the various resins used in boat construction, it's the pigmented gelcoat layer on the outside that needs the most attention.

One of the strengths of gelcoat is that it is chemically bonded to the structure of the hull, but it has its drawbacks. It's quite soft and porous compared to paint and breaks down relatively quickly in the sun, as well as with repeated cycles of cold and warm, wet and dry. This makes the surface first dull, then chalky, and ultimately visibly porous. As oxidation worsens, it accelerates—microscopically, the surface becomes much rougher, exposing more of it to the elements—and the gelcoat gets uglier and harder to clean. Eventually it stops protecting the underlying resins; because these don't have UV blockers and pigments, they are even more vulnerable.

Fortunately, the remedy is simple and satisfying. Gelcoat needs to be polished regularly, then waxed. Few things can restore your pride in your boat like making it gleam, and the feeling can inspire all kinds of other worthwhile efforts! It's a good idea to polish and wax deck surfaces as well. You and the sun are beating on them constantly so they degrade even more quickly than topsides, but they don't get polished nearly as often. It's a more complicated process because of intricate shapes, fittings and non-skid areas, but the smooth parts of the deck should be polished and waxed, and there are good non-skid cleaners that leave a protective coating.

DUART SNOW

Painted boats have a simpler time of it but the same degradations afflict them. They will also benefit from a good washing and coating with a wax or a proprietary polymer coating (most of these work very much like waxes). On both painted and gelcoated boats, dirt and salt accelerate oxidation so regular gentle washing is of huge benefit.

UNDERWATER

In case you thought things were more serene underwater, there too things are breaking down all the time. If there's no epoxy barrier coat under the antifouling paint, water is penetrating the gelcoat. This is a slow-moving problem, but applying epoxy to the bottom before it's blistered is one boat expenditure that might just stay in the resale value.

The antifouling is also breaking down, although different types behave quite differently. So-called "hard" or contact-leaching paints continue to release biocide, and in the process the paint film becomes more porous and unstable. If your boat lives out of the water for the winter, it's important to know that hard paints can become inactive in air, so that even when they're back in the water they no longer release biocide. They need to be re-coated before launching.

Traditional ablatives, on the other hand, really do need the action of water against the hull to wear away the paint, so when the boat isn't moving they don't work effectively. When the paint's not wearing away, it's not releasing biocide, so it can get dirty, then flaky and uneven. That's just one of many good reasons to use your boat in the winter! Ablative bottoms that are out of the water all winter will benefit from a light pressure wash before launching.

Whether or not to repaint in the spring can be a difficult question, depending first on the type of paint you use. Think about the fundamentals: how does the paint release its biocide, is there any left in the paint that's on the boat, and will it continue to be released effectively? With ablative or hybrid paints (Interlux Micron, for example), more coats will get you more seasons without recoating (and these hybrids, or self-polishing paints, fare better out of the water). Most Canadian waters do not see heavy fouling, however, so with a dive or pressure wash, two seasons should be the norm.

Thru-hulls are perhaps the thorniest of spring commissioning headaches. If you've got ball valves, it's easy to "check" them visually and turn the handle 90 degrees, but this often fails to tell the whole story. The balls, like the gates in older-style gate valves, often seize open, closed or in between. If you're lucky the handle won't move and you'll know there's a problem. But the handle may corrode off the ball as well, so the handle moves normally and the valve feels like it's working.

Don't depend on the "handle" test: if the boat is out of the water it's worth looking up the valves from outside with a flashlight. Check the balls as you move the handle: confirm that they're closed and check their condition. If the boat is in the water, you can often test thru-hulls by closing them and making sure they really do stop the flow. All thru-hulls should be worked at least every few months to prevent them from seizing.

Corrosion kills bronze thru-hulls and it too can be hard to spot. Often, the visible surfaces of hardware are either painted or look fine. If you can chip a bit of bottom paint off the outside of a thru-hull or look at the metal on the unpainted inside, you may see a pinkish hue that indicates that zinc is leaching out of the bronze alloy, making the material weak and spongy. If a fitting is red or pink, it should be replaced.

ENGINE AND SYSTEMS

Oils and fuels break down over time, and this process accelerates with exposure to air, moisture, and fluctuations in temperature and humidity. Thus the perennial advice to keep fuel tanks full, to reduce condensation inside, and treated with stabilizers and biocides. But these processes happen inside engines as well, especially when they're not running.

Water in the engine from the cooling and exhaust system is an obvious problem, but condensation can form inside the engine from moisture in the surrounding air. This can cause dirt buildup in air filters as well as corrosion in the engine, which can go unnoticed until the engine dies an early death. One way oil protects the engine is by holding contaminants in suspension, but over time these suspended sediments settle and accumulate, making them harder to remove. Also,

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↑ Skookum Yacht Services crew at work at Vancouver's Granville Island Boatyard. While your boat is out of the water, take the opportunity to check the condition of thru-hulls and other underwater fittings, as well as the condition of bottom paint.

the by-products of combustion become acidic and can attack bearings and seals inside the engine.

The best defence is to change fluids and filters both before and after winterizing; before, to get rid of the by-products of combustion and replace oil that's been stressed from heat and wear, and after, to remove moisture and contaminants that accumulate when engines are not run. It also helps a great deal to keep the ambient temperature in the engine compartment stable and circulate warm, dry air (see sidebar "Ventilate, Ventilate").

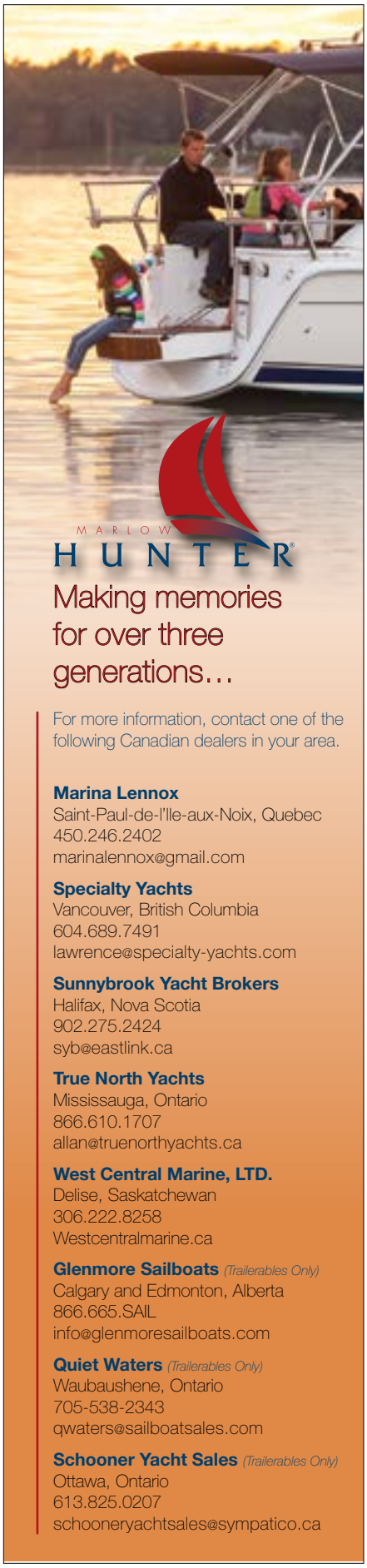
Exhaust systems—manifolds, risers, elbows, mufflers—are a special case, a playground of electrochemical destruction. And they're hard to inspect, so hopefully they were drained in the fall. It's hard to overstate the value of a good mechanic here; preferably someone who services the boat year after year, so the engines' long-term needs are looked after systematically.

Downstream of engines things are a little simpler, but hoses, shaft seals and cutless bearings can be damaged by freezing, shaft seal packing can dry out, and galvanic corrosion never stops. Most boats need their anodes changed at least once a year, and this is usually straightforward. A more insidious enemy is crevice corrosion, which afflicts stainless steel that is in contact with stagnant salt water, inside a stuffing box or cutless bearing, for example. Over time, the water becomes de-oxygenated and the oxide layer that makes stainless stain less breaks down, and the steel begins to get eaten away. The best defence is simply to use the boat as often as possible.

PLUMBING

Beyond the obvious problem of freezing, there are a few less dramatic things that beset a boat's plumbing systems over the winter, some of them preventable. Tanks or hoses that are partly full are a breeding ground for mold and bacteria, which can be hard to get rid of. The best preventative is to drain the whole freshwater system; this will also eliminate condensation in and on the tanks. Sea water and waste standing together will form mineral deposits that stick to the inside walls of waste-system

DUART SNOW



↑ Choose your antifouling paint based on water conditions and how you use your boat. Most Canadian waters do not see heavy fouling, so two seasons between paint jobs should be the norm. ↓ This thru-hull shows the telltale reddish hue of bronze that has lost the zinc from the alloy, dangerously weakening the fitting. But this condition can be hard to see—this fitting was soda-blasted and the real colour revealed.

hoses, reducing their diameter and all but guaranteeing a blockage.

Everywhere that hoses are clamped onto fittings there is expansion and contraction that goes with changing temperatures. Loose connections and tired hoses may lie in wait all winter only to blow up as soon as the pressure is on.

Most water pumps survive the winter reasonably well but centrifugal bilge pumps can be defeated by debris accumulating in the bilge. If the pump has worked a lot over the winter, the motor can burn out, and sometimes the shaft that drives the impeller can shear so the motor will run and you might think the pump is working, but it's not moving any water.

Hose clamps and metal fittings corrode more quickly over the winter, so expect more failures when systems are pressurized for the first time in months. While visual inspection can reveal an impending clamp failure, it's easy to miss the weak spot, often under the screw, so it's a good idea to put all water systems—including bilge pumps—through their paces before the season really starts.

ELECTRICAL

Every electrical system depends on good contact, so corrosion, which is generally a poor conductor, is the great menace here. While it's easy in principle to prevent, it can be hard in practice; sometimes, it's even hard to see. Corrosion can wick its way surprisingly far up wires, for example, and the increased resistance reduces voltages, so some appliances don't work as well and small-current systems, like electronics and bonding, stop working altogether.

Corrosion also leads to the buildup of heat, which increases resistance even more; in extreme cases insulation can melt and the door is open to short circuits and fires. While it's worst in places that are wet and where the air is stagnant, corrosion can also

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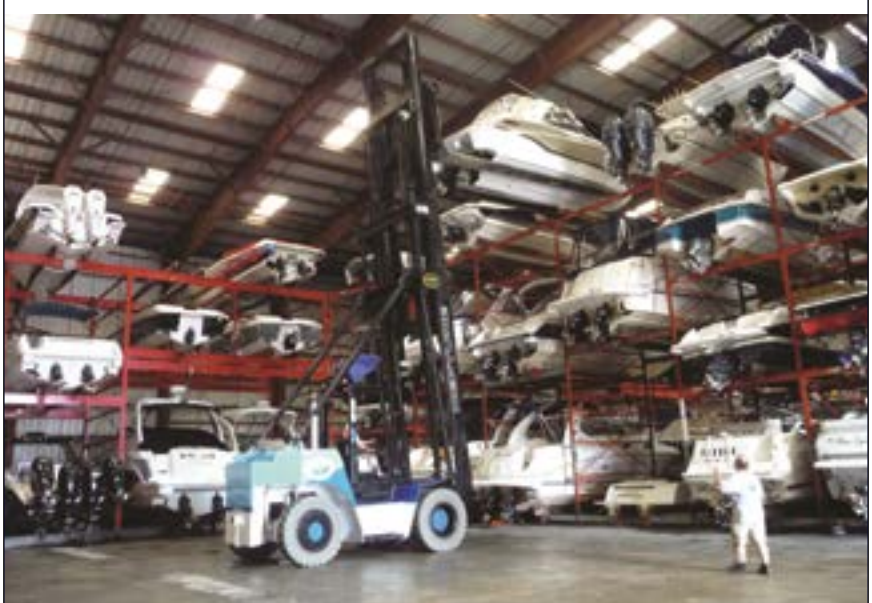

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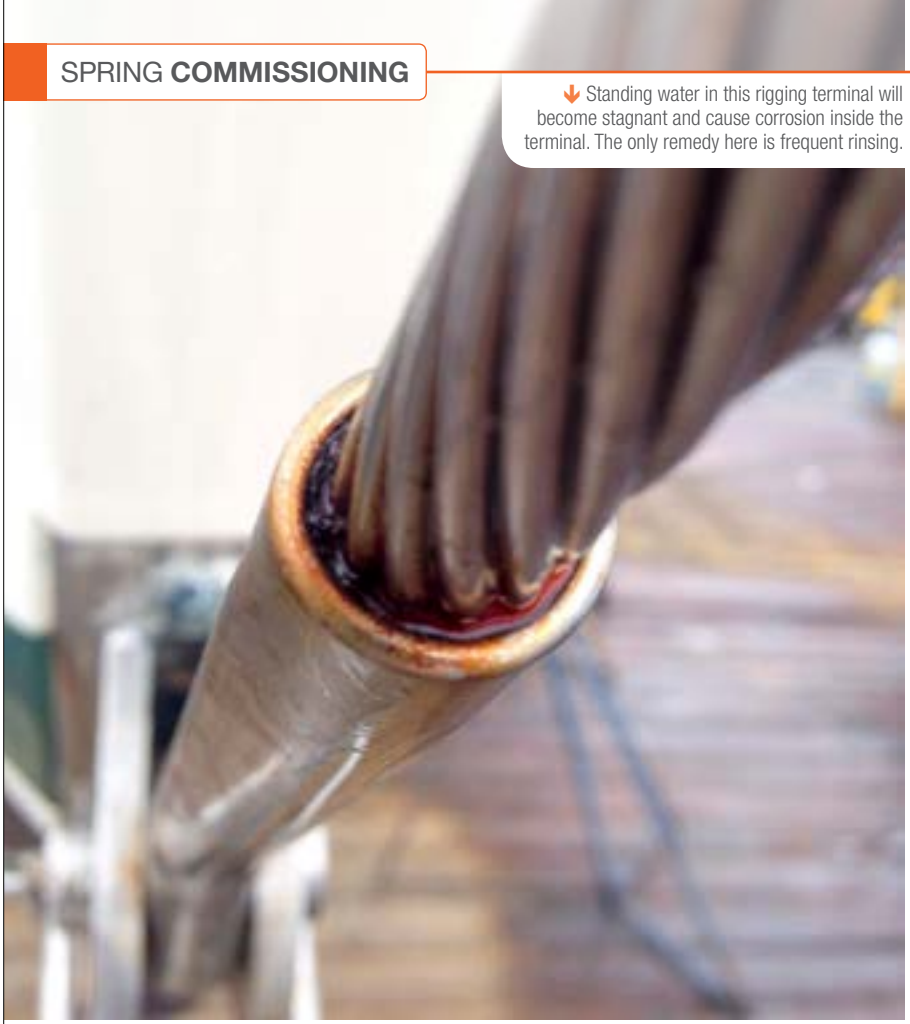

Standing water in this rigging terminal will become stagnant and cause corrosion inside the terminal. The only remedy here is frequent rinsing.

SKOOKUM YACHT SERVICES

happen inside switches and junction boxes, breaking circuits in some places and bridging them in others. The best defence is to use proper tinned marine-grade wiring and heat-shrink terminals, and to keep the air inside the boat dry and well circulated.

Most boats these days have chargers on the batteries all winter, which is a good idea and essential to keep bilge pumps running. This means that heat and hydrogen are being produced, so once again ventilation is needed. If the batteries are the flooded type, they will lose some electrolyte in the charging process, so they should be topped up with distilled water. If they're not on a charger, they can self-discharge over the course of a few months.

RIGGING AND DECK HARDWARE

UV, heat and salt do the most damage to deck hardware and mountings, so it's comforting to know that our climate is fairly kind to exterior fittings. In our climate sailboat rigging is done in by fatigue as often as by corrosion, but unlike corrosion, which shows up in broken strands, stained covers and brown terminals, fatigue can't be seen. The extent of it depends on how heavily, and how often, it's loaded up. Inspection by an experienced rigger is a worthwhile step.

Windows are a perennial source of leaks, chiefly because whatever they're made of, they expand and contract with temperature changes at different rates than the surface they're mounted to. This strains sealant or gaskets, which also lose elasticity over time. The same expansion and contraction, as well as cycles of wet and dry, will break bonds between deck hardware and deck, so even fittings like cleats and window frames, which don't seem to get a lot of movement (unlike say, stanchions) will eventually leak. Water entry can cause real problems in cored decks, too, saturating them and breaking the bond between deck skins and core; if the water freezes it's the marine version of frost heaves.

The all-time star of time-wasting deck work is corrosion between dissimilar metals, or galvanic corrosion. Uncoated stainless steel fasteners, for example, can get so firmly seized in place by corrosion (which on a molecular level is much larger than the metal

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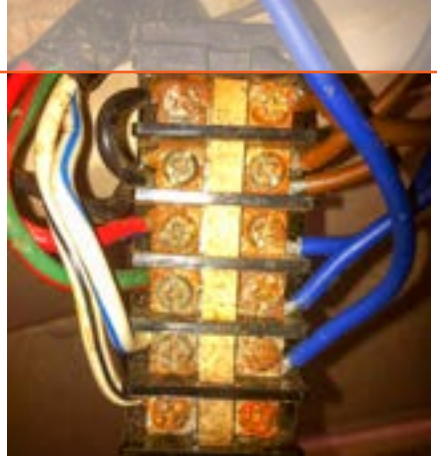

↗ Corrosion reduces conductivity and increases resistance in electrical systems, affecting normal operation of components and causing potentially dangerous heat build-up. This terminal strip was corroded badly enough to short out the attached mast light wiring and blow the fuse. ↓ This thru-hull leaked from the hose above it. The handle turned and the valve felt like it was working, but the ball was not closing.

it's eating and fills the spaces between male and female threads) that the heads shear off when you try to remove them…and then they have to be painstakingly drilled out. Sometimes this can be seen early enough to remove the fastener and apply an anti-seize, which should be standard practice; look for traces of white or tiny bubbles or cracks in the paint around the fastener head.

We hope that understanding the destructive processes at work aboard your boat will make them less scary. And knowing why things break down will help you prevent it, fix it, or at least identify it. The more you use the boat—and the better you know it—the happier you and the boat will be. If the boat hasn't moved in months, plan to spend a day on board at the dock or head out for a short shakedown cruise, putting all of the boat's systems through their paces, before you get too far from home.

Jonathan Paetkau is an owner of Skookum Yacht Services in Vancouver, where he's been fixing and maintaining boats—and not doing enough winter sailing—for many years. ■

VENTILATE, VENTILATE

One of the very best things you can do for your boat over the winter—for the engine, wiring, upholstery and everything else on board—is to ventilate it well. We see a lot of heaters and dehumidifiers, but very few boats that are truly well ventilated in storage. The ideal scenario is to bring in fresh air from outside at one end of the boat, warm it up immediately, and move it fairly swiftly out the other end of the boat.

A small exhaust fan with enough airflow to replace all the air in the hull several times a day is great. It's also important to open up every space as much as possible, including bilges. Warming doesn't have to be extreme—just a few degrees above the outside air temperature (and above freezing, of course) will keep a boat fresh and dry and prevent mildew and condensation. But moving the air—into, around and out of the boat—is just as important as heating it.

Your marina neighbours will thank you for not hogging the amps, too, since fans draw so much less current than heaters.

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With the twin Yanmar 75 engines, the Marlow-Mainship just sips fuel while still running over 15 knots. More power is optional.

Marlow-Mainship 32

LONG DISTANCE COMFORT AND ECONOMY TOO

By John Armstrong

WHEN THE TIME FINALLY COMES to do the dream destination cruising you've always talked about, you need a boat that has both long distance comfort and economy too.

Big enough to offer comfort both in terms of onboard accommodations and also in sea-keeping qualities, the new Marlow-Mainship 32 seems to us to be just the right size for great adventures. A yacht this size is going to fit the available slips at most marinas and yacht clubs throughout North America and the Caribbean, and if you just can't get in where you're cruising, it's big enough to ride it out overnight in an anchorage.

Marlow - Mainship had a pair of their new 32's at the recent Fort Lauderdale Boat Show, one powered with twin Yanmar 75's and the other 32 with a single Yanmar common rail 220 with a further option for a 260, and Marlow also showed a 32 and the new 37 (review to follow in upcoming issue) at the recent Miami Boat Show.

Both boats have the fit and finish you would expect from a David Marlow product, very well laid out with a lot of practicality built into the design and the comfort a couple would be looking for if considering the " Great Loop " or just every day cruising.

David Marlow has made some changes in the 32, that were reflected in the 32 that was on exhibit in Miami, namely an optional bench seat aft of the helm seat, new curtains on the sliders and the forward windshield now has a partition that allows in outside air, if so desired.

THE COCKPIT

When you first board the boat you will see that the stern has a distinctive and classic-looking reverse transom. The center of the transom incorporates a wide transom door that powers down to make a teak bench, or to serve as a swim platform and boarding area, very unique and yet very functional. The aft deck has enough space for two deck chairs and a small coffee table.

Entry to the pilothouse is thru a solid and sturdy glass and wood trimmed door that opens

SPECIFICATIONS

Test boat engines: Twin Yanmar 4JH4-TE, 75 hp each. Optionally, Single Yanmar 220 or 260 are available.

ENGINE RPM	SPEED MPH *
1500	7.8
2000	10.4
2200	11.5
2500	13.1
2700	14.1
3000	15.7
3200	16.7

GPH Fuel Consumption
. . . . . at 1500 rom / 7.8 mph – 8.91 mpg

SPECIFICATIONS:

LENGTH: . . . . . 36' 8" / 11.19 m
BEAM: . . . . . 10' 6" / 3.25 m
WEIGHT: . . . . . 11,725 lbs / 5,318 kg
FUEL CAPACITY: . . . . . 196 gals / 742 L
WATER CAPACITY: . . . . . 90 gals / 341 L
WASTE CAPACITY: . . . . . 30 gals / 114 L
PRICE: . . . . . .$239,990 base in USD

Test boat provided by and price quoted by:
Marlow Mainship, *http://www.mainship.com*

*Performance data by:
Marlow Marine – pre-test estimates

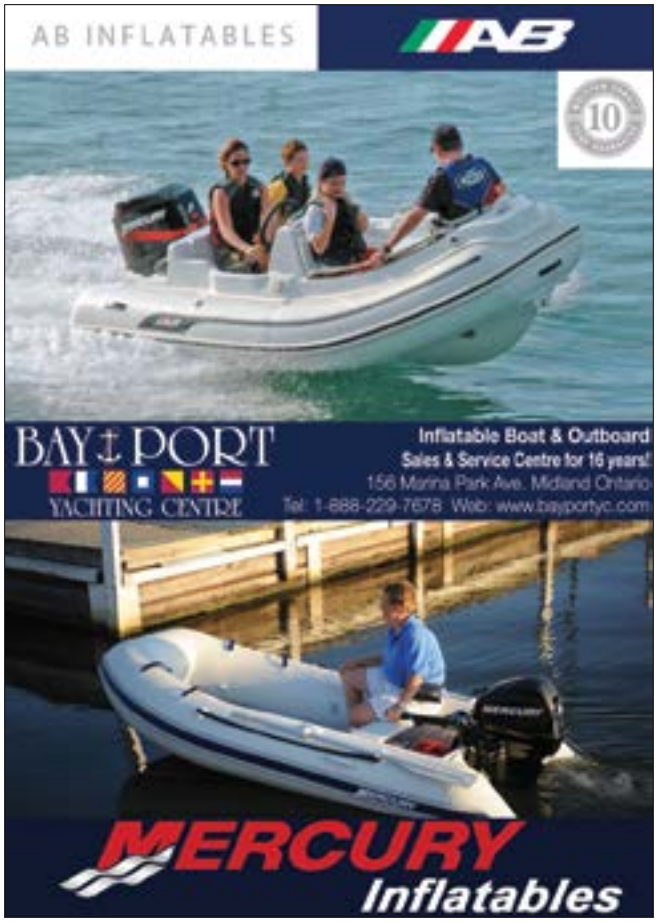
MARLOW-MAINSHIP

➔ TOP LEFT: The Saloon has the warm and rich cabinetry that characterizes other larger Marlow yachts, along with generous glass areas for excellent sight lines.

➔ TOP RIGHT: The helm has a comfortable seat, accommodates standing to drive and has excellent outward vision and well placed controls. Notice the refrigerator below the helm seat.

➘ BOTTOM LEFT: In the galley, the wood-working continues with features like a cutlery drawer below the convection microwave.

into the upper area. All round are large glass areas for light and great sight lines. On the port side is a bench/settee and large coffee/dining table and forward of that is a forward facing bench seat. It's always nice when captain and companion can both face forward, especially on a long journey.



The convertible table has a real yacht finish with beautiful glossy wood. It's a pleasure to see and use. We also liked the sturdy handrail on the cabin ceiling to make getting around safe even in rough weather.

On the starboard side is an optional bench seat, forward of that being the helm seat which when seated gives the Skipper a tremendous view in all directions. The helm station is very well laid out and again is a testament to David Marlow's sense of practicality.

The ship's style wheel, controls on the binnacle top and instruments mounted high in a wooden panel and in plain view are both traditional and time-proven.

Next, one step down to the galley, which is on the port side and again, is very practical for a 32' boat. The main electrical panel is there along with good cupboard space for glasses, cutlery and dishes a well as provisions for a longer cruise. We liked the top-loading refrigerator and there's a second refrigerator conveniently located under the helm seat.

Corian counters are a good feature and everywhere we looked, Marlow quality in the cabinetry and finish was plainly evident.

Forward of the galley is a small but very comfortable bench/couch seat for one , which butts up against the V berth that comes with a filler cushion. This is a nice open area for two to sleep comfortably and with good air circulation. Opening portholes and a deck hatch keep things fresh.

The head has a Corian counter surface and to the right of the sink/makeup area is the toilet shower stall. This area has comfortable space and storage in the vanity as well as a well-placed mirror. Forward of the head is a hanging locker with ample stowage space available for the cruising couple.

This layout will sleep 2 in the vee berth and one on the settee in the pilothouse.

As in all Marlow boats the Marlow Mainship 32 uses plenty of teak to give the boat the traditional and warm feeling associated with a first class product. We were impressed with the fit and finish, an important part of the pride of ownership.

PERFORMANCE

The Marlow-Mainship 32 equipped with the twin 75 Yanmars tops out at a very thrifty 17 miles per hour while the version with the single Yanmar 260 tops out at 27 miles per hour. This more powerful option gives a very good turn of speed while still returning respectable fuel economy, but the twin 75's just sip the diesel. The fuel economy is amazing.

The design of the hull makes it a very stable platform for all the weather conditions one might encounter. Wide and flat side decks will be appreciated by all who really use the boat, especially when anchored.

It's the kind of boat that will really make sense to those buyers who want to get out and see the world from the water! ■

MARLOW-MAINSHIP

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I saw many awards for this dealership decorating the office walls. Based on our experience, and those I observed other customers having while we were awaiting some upgrades on our boat, I believe those awards are all well deserved. If we ever decide to buy another boat, Ian will be our first contact. I strongly urge you to contact Specialty Yachts." *Patty & Bob Meritt*

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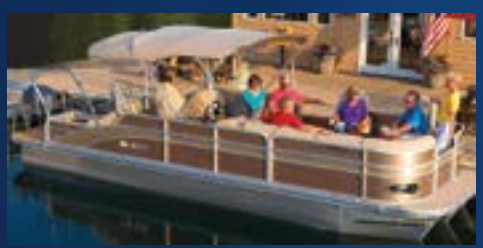

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Twin 5.7 Liter Rebuilt Engines (Port 190 Hrs, Stbd 80 Hrs)Volvo 280 Legs, Built In Marine Battery Charger, Inverter, Very Motivated Seller
$8995

1995 29' SEARAY 290 SUNDANCER
New Vac-U-Flush Head, Macerator Pump, Windlass, GPS/Radar C/W Chart Plotter, Trailerable, Super Clean, Great Layout, New Extended Swim Grid, New Outboard Bracket. Economical Single 7.4 Liter Engine. C/W All Manuals **$21,900**

1979 32' BAYLINER CONQUEST SUNBRIDGE
Boat House Kept, Very Stable 11'11" Beam, Engines Rebuilt In 1991, C/W Polaris Dingy, Lots Of Wood Trim, Very Large Aft. Cabin, Boat in Above Average Condition, Professionally Maintained. Boathouse Also Available **$24,995**

2004 34' SEARAY 340 SUNDANCER
Navman GPS, Inverter, SMX Reverse Air Heat & Air Conditioning, Clarion Sound System, Ridged Hull Inflatable C/W 8 Hp Yamaha Kicker On A Sea- Wise Davit System. Fully Loaded and Ready to Cruise
$98,900

1997 35' CARVER Bosch On-Demand Water Heater, Seawise Davit System, New Simrad Touch Screen Navigation System (GPS.Radar), New Fusion Sound System C/W Sirius Tuner, New Sealand Masterflush Toilet, New Magnum Inverter/Charger C/W Six Golf cart Batteries, Rebuilt Starboard Engine. **$69,950**

1991 36' TIARA OPEN SUNBRIDGE
Boathouse Kept, Bow Thruster, Rebuilt Port Engine & Transmission, New Three Bank Smart Marine Battery Charger, Avon ridged Hull Inflatable With A 9.9 Hp Yamaha kicker on Seawise Davits. Boathouse Also Available
$99,950

2007 28' BAYLINER 285
Mercruiser 350 Mag 300hp With A Bravo Three Drive, Blue Hull, Hot Water System, Shore Power, Holding Tank, Fridge, Stereo/CD. Extras Include: Electric Windlass, Remote Spotlight, Teak Saloon Floor, Uniden VHF, Northstar GPS. Very Clean & Ready to Cruise. **$49,995**

1955 35' CHRIS CRAFT CAPITAN
New Interior, Canvas, Engines, Wiring & Winter Cover. Fresh Anti-Foul Paint, Zincs & Trim Paint. Engines & Wiring Professionally Installed. Boat Had A Full Stripping Of Brite Work In 2007 & New Transom & Planks In 2003
$12,000

2007 18' BAYLINER 175
Low Hours, C/W Galvanized Trailer, Auto Theft System, Fish Finder. Very Clean.
ASKING $14,995

2008 BOSTON WHALER 180 DAUNTLESS
The stylish 180 Dauntless builds on the Dauntless family tradition of outstanding versatility for all kinds of boating activities, serious fishing, water sports or comfortable cruising. Asking **$29,999**

2002 24' FOUR WINNS 240 HORIZON
Only 360 Hours On Her Volvo Fresh Water Cooled Fuel Injected 5.0 GSI Dual Prop ,New Risers & Manifolds, GPS, Depth Sounder, Trim Tabs, New Travel Cover, New Starting Motor, Leg Just serviced C /W 2006 Aluminum Trailer With Disk Brakes. **ASKING $30,995**

2005 30' BAYLINER 305
Only 87 Hours On Her Twin Mercruiser 5.7 Liter Engines With Bravo Two Legs. 5 KW Gas Generator. Fully Loaded, Gps, Radar, VHF Radio, Windlass, Reverse Air Heat & Air Condition, Two LCD Flat Screen TV's C/W DVD Package
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2002 2858 CIERA. 5.7MPI B3, bow thruster, the works! **$45,900**

CHAPARRAL 290 SIGNATURE. Twin 4.3 MerCruisers. **REDUCED TO $29,900**

21' CAMPION 602CC EXPLORER
Merc 175 and F9.9. **$29,900**

CAMPION 545I ALLANTE SE
2 ONLY. **SALE $31,000**

CAMPION 682 EXPLORER HT.
Twin Yamaha F150. **$79,000**

2300 MAXUM SUNBRIDGE CRUISER.
5.7 MerCruiser. **REDUCED TO $9,900**

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T-Mercruiser 4.3L
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$1,099,000
T-Man V10 1100 CR Diesel
Contact: Ryan Wheeler

1993 Mainship 40 Sedan Bridge
$69,900
T-Crusader 7.4L 350hp
Contact: Mike Burns

2002 Doral 250 SE
$35,000
Volvo 5.7 Duo-Prop
Contact: Bob Hopkins

1990 52 Carver Californian
$199,900
T-CAT 3408TA 425hp
Contact: Mike Burns

2006 Regal 3860 Express
$169,900
T-Merc 8.1 HO V-Drives
Contact: Kevin Marinelli

2003 Carver 410 Sedan
$210,000
Volvo TAMD63P
Contact: Bob Hopkins

2011 Meridian 541 Sedan Bridge
$830,000
T-QSM11 715HO Zeus
Contact: Ryan Wheeler

2006 Sea Ray 400 Sundancer
$230,900
T-Cummins 380
Contact: Jay Sproul

1990 Sea Ray 420 Sundancer
$89,900
T-CAT 3208 TA's 375hp
Contact: Kevin Marinelli

2004 Rinker Fiesta Vee 342
$79,900
T-Merc 5.7 MPI Bt's 300hp
Contact: Mike Burns

2006 Silverton 42C
$295,000
T-Volvo Penta D-6 370HP
Contact: Ryan Wheeler

2001 Sea Ray 540 Sundancer
$349,000
T-Caterpillar 640 HP
Contact: Jay Sproul

2006 60' Hampton
Contact Dealer
T - CAT 3406E
Contact: Jay Sproul

2010 Sea Ray 370 Sundancer
$289,900
MerCruiser T-496 ECT Magnum MPI
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Contact: Kevin Marinelli

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T-Volvo 5.0 GXi 270hp
Contact: Kevin Marinelli

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Contact: Ryan Wheeler

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POWER

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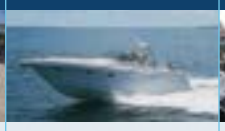
1999 Maxum 4100 SCB $ 99,900

Extra clean, low hour Sedan Bridge style ... ready to go.

Great flybridge cruiser – lets put her at the top of your list to see! **Only 520 hours!**

2004 Four Winns 378 Vista 2 $105,000



Priced to sell this season!

This well optioned 378 features the desirable special order "Ralph Lauren" interior package.

2005 Cruisers Yachts 320 Express $89,900

136 Hours - with Satellite TV!

Unusually large for a 32' boat - you won't feel cramped up in this well-bred family boat. Very clean, as you would expect with such low hours.

2014 Sabre 38 Salon Here Now!

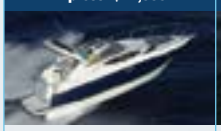
The 38 Salon was an all-new model for 2013.

Call Peter for an app't to Sea Trial this work of art. She is fully equipped and has Volvo's famous DIESEL IPS pod drives.

2007 Cruisers Yachts 300 CXi Express $74,900

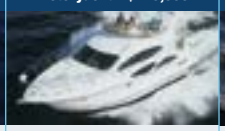
Look closely - is this a 2013 or a 2007? So clean, you can't tell the difference. One owner from brand new, same current styling as 2013.
Only 110 hours on this stylish beauty!

2006 Regal 3060 Window Express $74,999



Why buy new?
This mint condition award-winning 3060 Window Express has less than 60 hours and the optional 270 HP Merc V8's - with better performance & economy than the smaller V-6 engines!

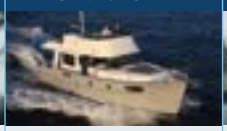
2006 Cruisers Yachts 385 Motoryacht - $249,000



This one has it all!

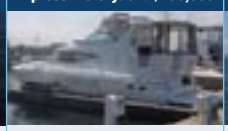
Remote bow and stern thruster, remote auto pilot, aft hard top, camper back, sun pad, central vacuum and much more.

2014 Beneteau Swift Trawler 44



Built for long distance sailing, the Swift Trawler 44 is a boat with endless possibilities. She is at home on all waters and promises to make each destination an extraordinarily colourful stopover.

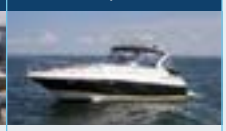
2000 Cruisers Yachts 4450 Express Motoryacht $199,000



Reduced to sell NOW!

A cleaner yacht will not be found - currently on the dock in Port Credit. Come and see this beauty - you won't be disappointed!

2005 Regal 3560 $119,000



Low hours - with generator, air and more! She ranks near the top of her class in luxury and performance. Spacious interior, high-gloss cherry cabinetry, corian countertops and leather upholstery.

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SWIFT TRAWLER BY BENETEAU

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Catalina 42 MkII $ 194,000

One Owner Boat - Fresh Water Bow thruster, power winches, Gennaker, New canvas 2013, Full electronics are only a few of the many up-grades of this very clean handsome yacht.

2014 Hunter 40 Call for Price

In Stock and Available!

New Arrival and available for Delivery...

All New Model!

2005 Hunter 36 $112,000 Dramatic Reduction!

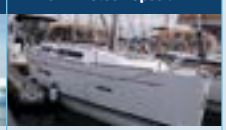
Just traded in, this boat is loaded with Electric Windlass, AC/Heat, C80 colour chart plotter and much, much more!

2011 Hunter 50AC Now $374,900 US

East Coast Location. Fully outfitted for passage-making.

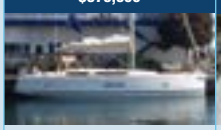
Extensive inventory, including, davits, dinghy, OB, genset, life raft, gennaker and much more.

2012 Dufour 405 GL New In-Stock Special



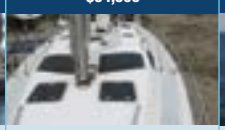
Liquidation pricing: this brand new 2012 Dufour 405 is aggressively priced - contact us for more details about the great savings available on this gorgeous boat!

2012 Dufour 445 GL $379,900



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

2002 Hunter 386 Tri $94,500



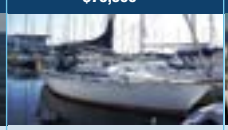
This is a Tri-cabin so there is a room for everyone in the family! Lots of recent up-grades.
Professionally maintained.
Financing available.

Hunter 33's 2 to Choose From!

2006 Hunter 33 - $84,000
windlass, full electronics, dodger, Bimini & 3-Blade VariProp

2005 Hunter 33 - $84,000
Handsome looking, spirited performance, lightly used

1991 C&C 34/36 Plus $75,900



Rare and very well maintained. Toronto Location.

Fast, reliable, capable of taking you around the buoys or around the lake, the C&C 34 Plus will not disappoint.

2009 Hunter 33 $99,900

Shows like new and very well outfitted. Lots of up-grades and full electronics.

Also available, a 2005 and 2012 Hunter 33

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T-Hino 220Hp Diesel
$124,900

2007 Regal 4460 Commodore
T-Volvo D6 IPS 500 DSL w/ JS
$349,900

2002 Carver 404 MY
T-Mercruiser 8.1L Horizon
$129,900

2011 Regal 42 Sport Coupe
T-Volvo D6 IPS 500 DSL w/ JS
$469,000

2003 Regal 3880 Commodore
T-Mercruiser 8.1L S HO
$155,900

2006 Four Winns 378 Vista
T-Volvo D6 IPS 400 DSL
$165,000

1998 Doral 360 SE Express
T-Mercruiser 7.4L Bravo 3
$69,900

2006 Regal 2860 Window Ex
T-Volvo 4.3L GXI DP
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$ 49,900

30' Hans Dehmel Tug 1970
$59,950

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56' Harry Gamble Tug 1946	$59,900
44' Sea Ray 440 Express Bridge 1995	$105,000
42' Duguay Trawler 1990	$69,000
41' Formula 41 PC 2000	$155,000
41' Holiday Mansion Mediterranean Barracuda 1988	$29,900
39' Silverton 39 MY 2002	$199,900
37' Sea Ray 350 Express Cruiser 1990	$44,900
36' Four Winns 365 Express 1991	$54,900
35' Ocean Fisher OF35 2006	$149,000
34' Sea Ray 340 Sundancer 2001	$89,900
33' Baldwin Boatworks Baldwin 33 2003	$69,500
32' Carver 3207 Aft Cabin 1990	$29,900
32' Marinette 32 Sedan Flybridge 1990	$19,900
31' Prowler 315 Sedan 1990	$49,900
30' Wellcraft Martinique 3000 1999	$44,900
30' Bayliner 3058 Ciera Command Bridge 1991	$24,900
30' Hans Dehmel Tug Style Trawler 1970	$64,900
28' Formula 280 Bowrider 2000	$34,500
28' Cadorette Holiday 280 1990	$19,900
28' Rosborough Trawler 1986	$49,900
28' Bertram 28 Hardtop 1976	$29,900
27' Sea Ray Sundancer 270 1983	$9,900
26' Doral Citation 1989	$9,900
26' Thompson Daytona 260 1988	$6,900
25' Carver Montego 2557 1989	$14,900
25' Bertram 25' Cuddy Cabin 1966	$31,500
24' Four Winns 245 Sundowner 1996	$17,900
21' Zodiac Pro 650 2008	$49,900
19' Fab-Tech Silver Dolphin 2013	$43,500

SELECT SAIL

40' C&C 37R Custom 1989	$79,900
36' Beneteau 361 2001	$99,900
36' CS 36 Traditional 1982	$54,900
36' C&C 36 1981	$39,900
35' C&C 35MKII 1974	$34,900
34' Aloha 34 1980	$25,500
34' C&C 34 1979	$32,900
33' Tartan 10 1979	$17,500
33' C&C 33' 3/4 Ton 1974	$ 19,900
30' Kirby Sloop 1981	$9,900
30' Ranger 1978	$11,000
29' Bayliner US29 1979	$16,900
28' Sirius 28 1987	$27,000
28' Grampian 28 1977	$9,900
27' Canadian Sailcraft CS27 1977	$11,400
26' Macgregor 26S Classic 1991	$9,900
25' Catalina Tall Rig 1982	$7,900
24' Florida Bay Sand Hen 1988	$11,900
21' Precision P-21 2012	$31,900
19' Seaward Fox 2000	$11,900

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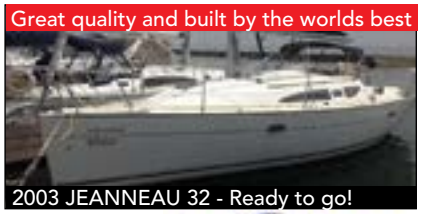
Clean, turn-ley DUFOUR 36 CLASSIC

2002 DUFOUR 36 - $118,000 - CLEAN!

AIR, ELECTRONICS, READY TO GO

2004 BENTEAU 361 - $99,000 - Reduced!

Great quality and built by the worlds best



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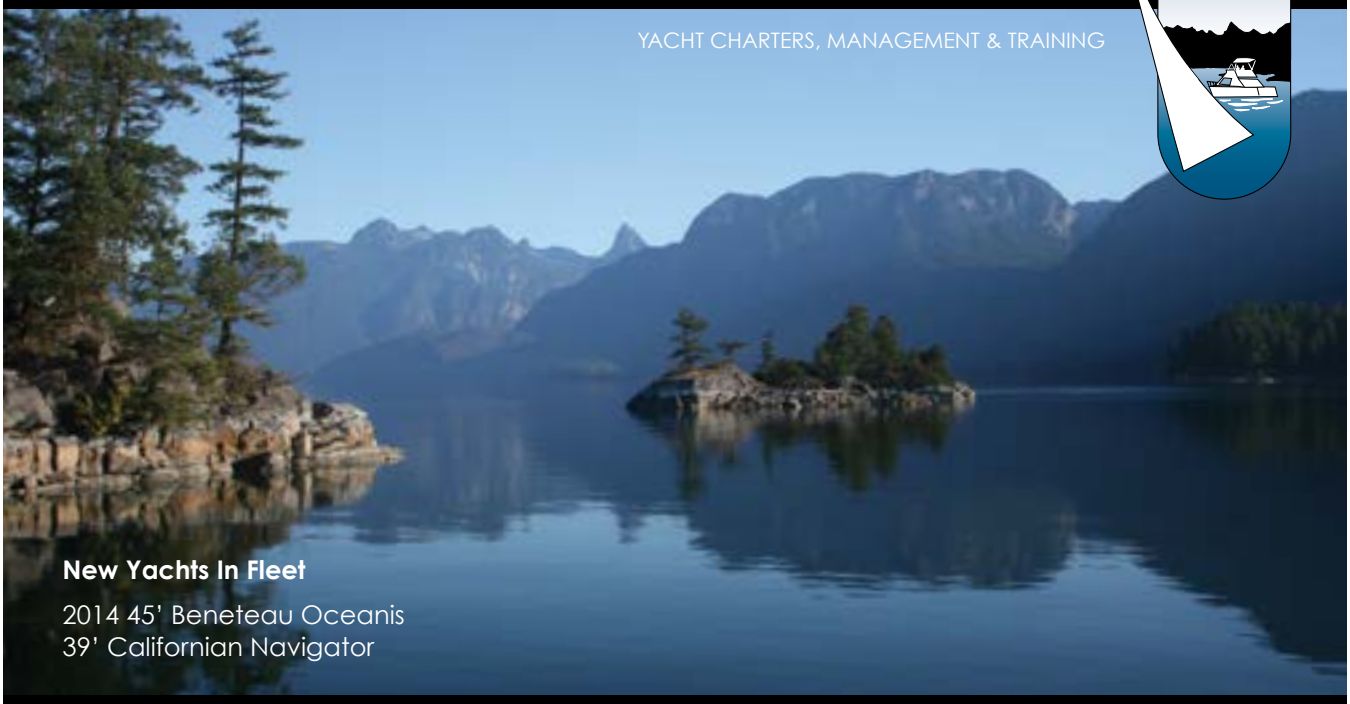

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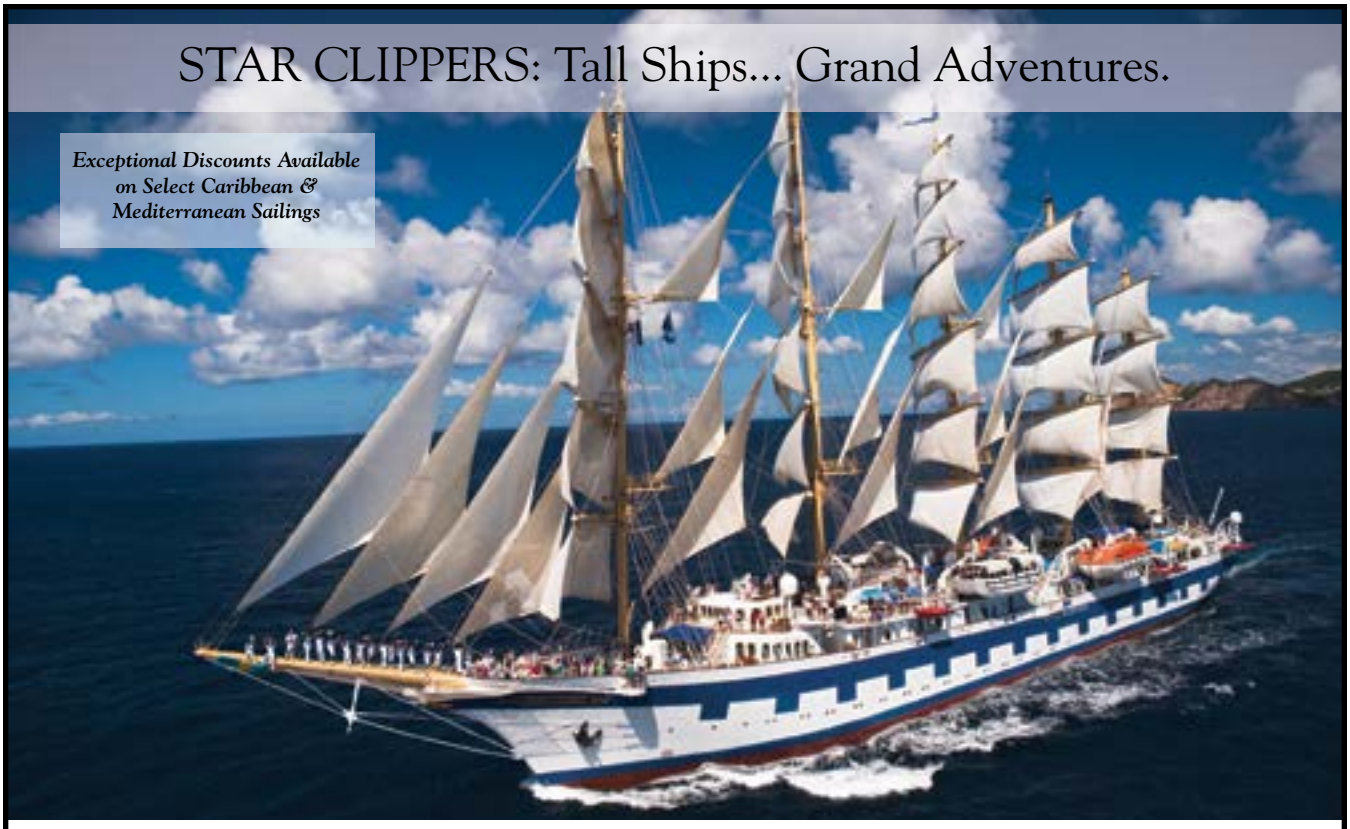

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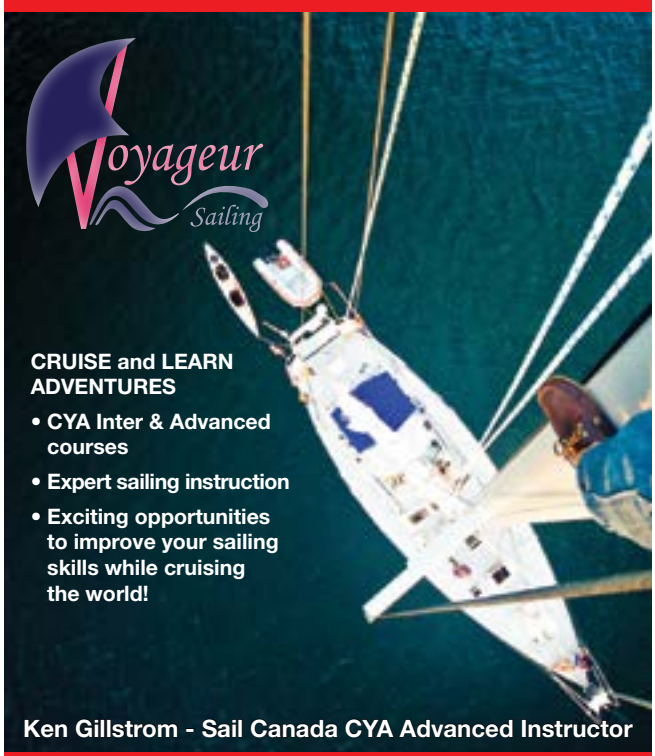

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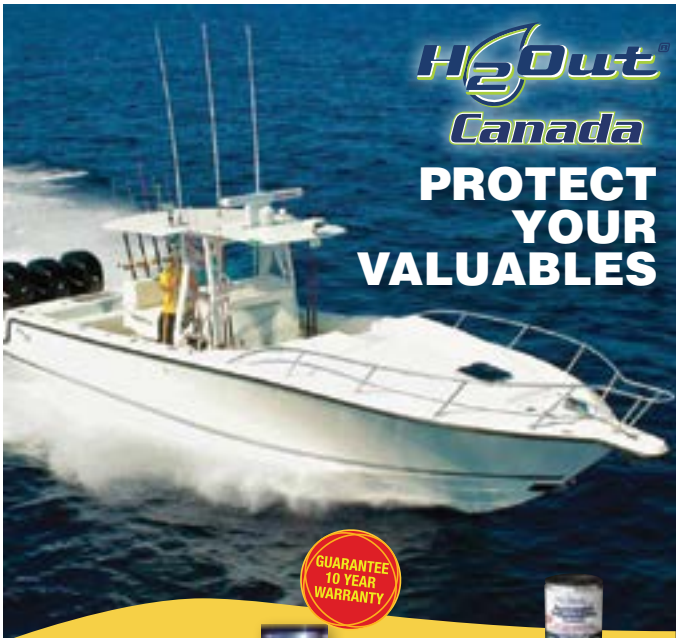

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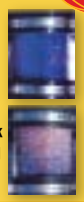

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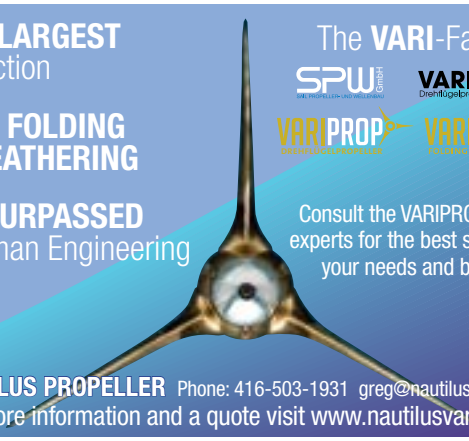

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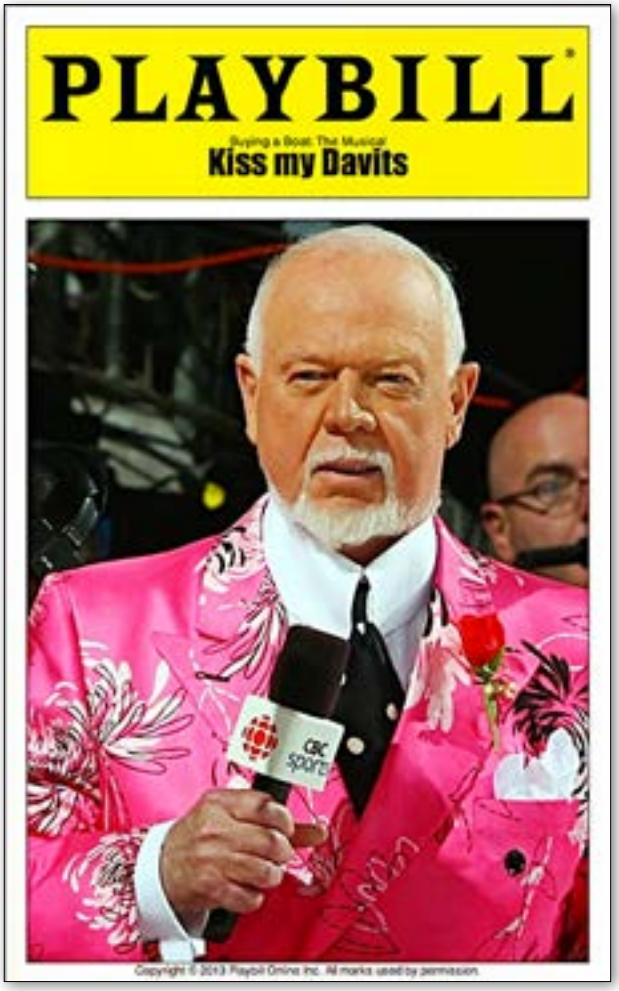
BUYING A BOAT: THE MUSICAL

By John Morris

SINCE I AM IN THE THROES OF PURCHASING A BOAT and am a huge devotee of musical theatre, I recently headed to Broadway to catch the must-see opening of Buying a Boat: the Musical. The production stars some of the most exciting celebs including Canadian Don Cherry as The Jovial Surveyor and Lady Gaga as The Boat.

The story unfolds as so many such Tony Award winners do when Bart and Alice declare their love, and then decide that a boat is what they need to cement their devotion to each other. Immediately the hilarious chorus of boat brokers in plaid suits erupts into an early hit, "Boy do I have a boat for you." The spectacular line of tap dancing brokers, replete with oversized contracts encircle our loving couple showering them with photos of wooden Chris Craft and old fishing boats from Lunenberg. "Don't let a little dry rot throw you off," laughs Sheldon, one of the brokers. "Sure she was in a collision but it's completely repaired," Ursula, a glamorous former waitress now selling repos sings.

But, there is one kind, strikingly handsome broker, played by Steven Tyler who gently leads our hero couple to their picture-perfect boat. Come Bart and Alice, come look at the boat of your dreams. He breaks into the romantic ballad "Just take a look at her davits." The loving couple joins him with a duet of their own "we'll make a home in the bilge." Angels in inflatable life vests carry Lady Gaga, as the boat "Innocent Tenderness", onstage.



Bliss is but moments away when the all-singing all-dancing chorus of brokers rudely interrupts exploding once more onto the stage this time each carrying a giant stained boat fender, an expired flare or a menacing gigantic foghorn. The mood turns quickly to diabolical as the chorus surrounds Bart and Alice showering them with long outdated boat listings and tearing their dreams apart. "Just sign here, and the future is yours," their show stopping dervish dance of madness closes the first act.

As the curtain rises after our heavy drinking intermission, Bart and Alice are still in the raptures of boat ownership as they head off to bank. The bankers, played by CBC's Stephen and Chris sing one of the hits of the production "Of course we'd love to help you out, which way did you come in?", a hysterically staged number complete with dancing RRSPs and an amazing sextet of frolicking cash machines who bring the audience to their fleet with their robotic break dancing.

Now the pace of the production accelerates as the broker chorus along with the bankers, dock-boys, sailmakers, fishing charter operators and Bob-o the talking outboard all sing "Boats are people too" on a full-size rotating replica of Vancouver's Thunderbird Marina. When I saw it, the audience was on their feet singing and dancing as the cast douses them with gold sequined buckets of saltwater.

In the last scene Cherry steals the show coming to the boat as the gruff but re-assuring surveyor. "It's a good old Canadian boat, it reminds me of Dougie Gilmour, ok, kids let's look at the replay…" Bart and Alice begin to weep but Cherry dries their eyes on his lapels. The sun comes out, our loving couple boards their boat and sails off into a perfect world. ■

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