

CANADIAN

# Yachting

AUGUST 2013

West

Summer  
Cruising Issue

## BEST of the WEST

5 Hot Summer Spots

DESTINATION  
**Sointula**  
Place of Harmony  
& History

PROFILE  
**Kelowna  
Yacht Club**  
Booming & Building



August 2013 | \$6.95 CDN



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TESTED: **Beneteau Oceanis 55** • **Regal 46**

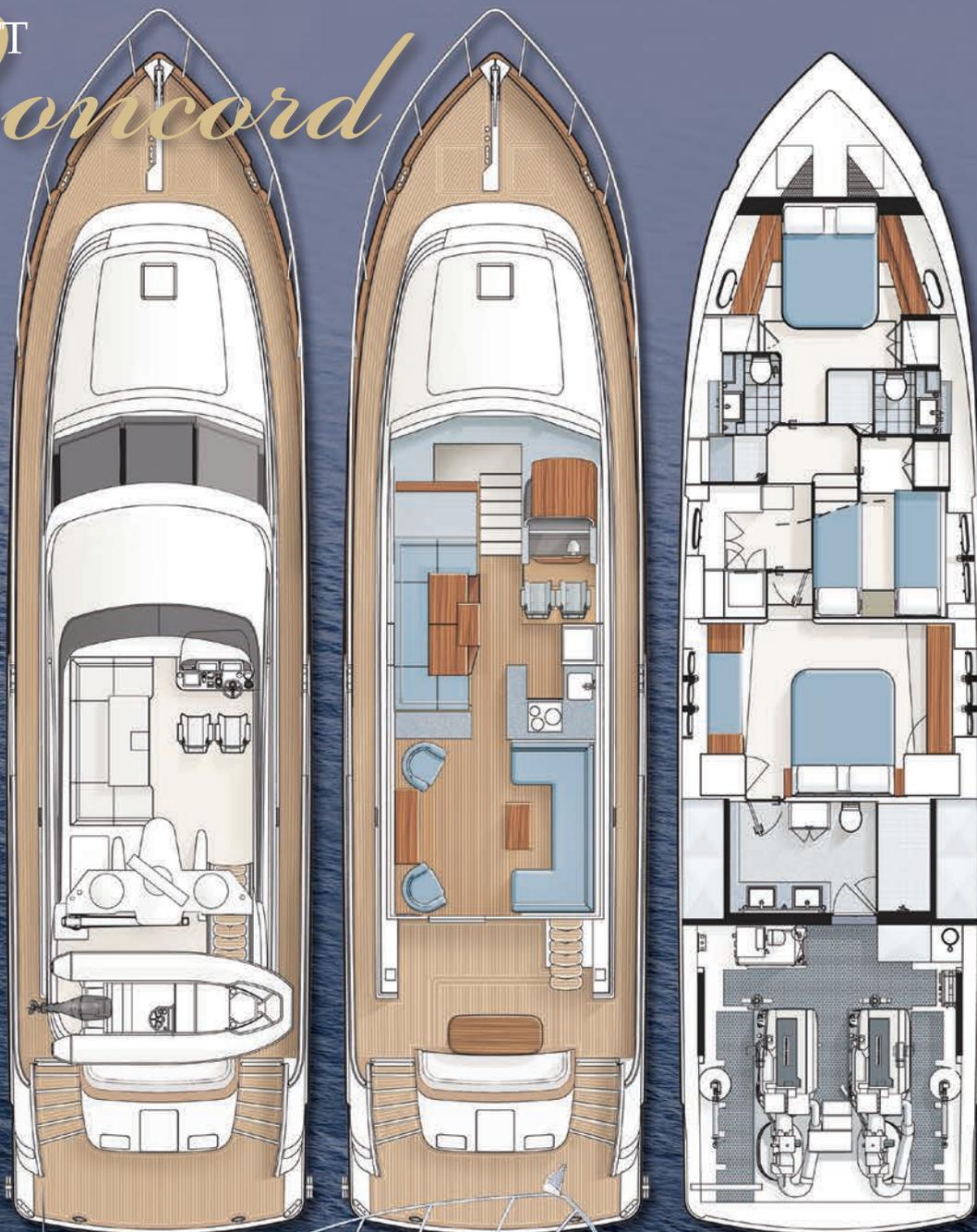
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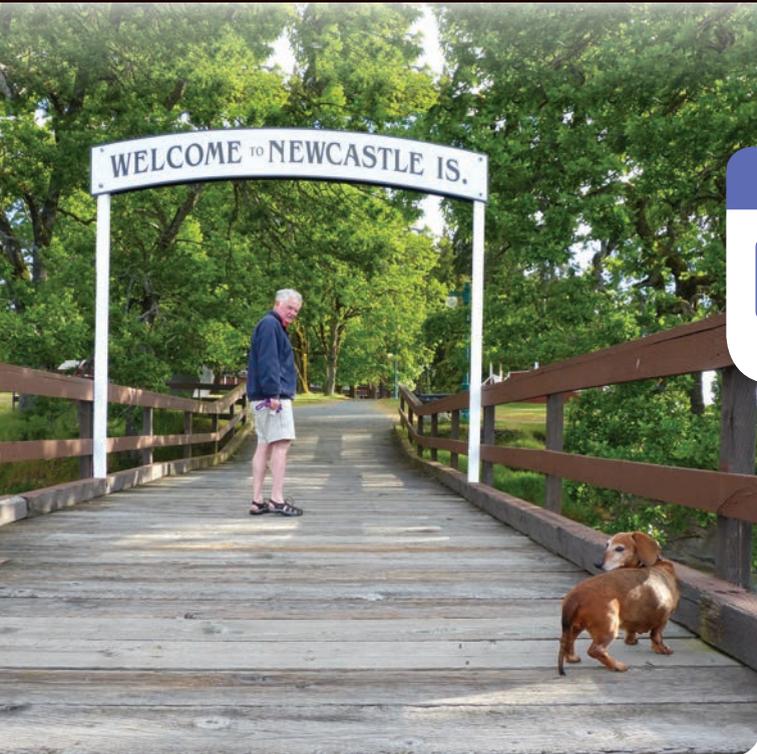


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### SPECIAL FEATURE

**42** **CY Summer Boating Favourites: Best of the West**  
Super spots to savour the season.

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**“**One of the glories of a West Coast summer is that sea dip on a hot day, ideally while at anchor. Anyone who has ever cruised in the Gulf Islands knows how brutally cold their waters can be, so the trick is to know where to find the warmest waters.**”**



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On the Cover: On the move on a summer day.  
Photo by Sea Snaps

H27 ■ H33 ■ H36  
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## Life is Better...

**Life is Better with a Boat:** it's the marketing message used by the boating industry throughout North America—and it's true. Really! If you own a boat, you know exactly what I'm talking about. And if you don't own a boat but wish you did, there's no better time than right now. And I mean *right now*.

For a reminder of how much better life can be with a boat, all you need to do is step aboard and cast off. It's that simple. Slip away for a weekend with family or friends, as I just did. After a busy week and some office challenges, I boarded *Thea* in a funk on Saturday morning. We hadn't run more than a few minutes from our marina out the North Arm toward the Strait of Georgia before I had a grin that lasted the rest of the weekend. And it got better from there. In the anchorage at Kendrick Island, outside Gabriola Passage, I rendezvoused with a friend whose mantra is "If you live on the West Coast, you have to own a boat!" We shared an afternoon beer, mulled over some balky electronics on his new-to-the-family sailboat, and reminded each other how great it felt to be on the water, in a destination that could be somewhere far up the coast instead of two hours from Vancouver. Bill left Sunday morning for a brisk sail home but I stayed on. I lazed in the sunshine, pattered at odd jobs, barbecued dinner and, from the deserted anchorage, enjoyed a 360-degree vista of hazy snow-capped mountains and rugged forested shoreline that could be nowhere but British Columbia. All weekend, the talk, the laughter, the music, the fresh air, the food and the views really were better—because we experienced them on our boats. Bill is right: you have to own a boat.

In this issue, our feature "Best of the West" is built around the theme that places, experiences and life in general are all better on boats. And you don't need to travel far to discover the best the coast has to offer. With one exception, our favourites are close at hand and easy to reach, even if your boat is a small one. Their pleasures—a forest walk, an ocean swim, a brew with a view, a poke in a dinghy around an anchorage—are simple ones but ever so much better if you experience them from your boat. We hope our favourites will inspire you: to discover them for yourself and to share some of your favourites with us.

And if you don't yet own a boat...well, what are you waiting for? There is probably no better time than right now to fulfill your dream. On the coast, late summer and fall are traditionally busy times in the boat business, with owners looking to trade up and lots of great boats to be had. And that is probably truer this season, as the coastal boat market booms, than it has been in several years. You could start your search at the BC Yacht Brokers Association's annual Show at the Creek (September 19-22 at Mosquito Creek Marina).

Or better still, do it now, right now: this week, this weekend. If you are reading this in mid-July, the best of the boating season is still ahead. August and September almost always bring extended stretches of great weather for getting out and exploring the coast. You could start life in your new boat with a memorable meander through the Gulf Islands or an unforgettable dash to Desolation Sound. Put down the magazine, visit your local boat dealer or yacht broker, tell them about your boating dreams, and let the fun begin.

You won't regret it!

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# ROUND the RENDEZVOUS

## COASTAL CRAFT CALL AT POETS COVE

**COASTAL CRAFT'S ANNUAL RENDEZVOUS** brought 19 boats and 70 guests to Poets Cove Resort, South Pender Island, May 17–19. Boats and owners hailed from ports close to the Coastal Craft factory in Gibsons, BC as well as farther-flung spots such as Calgary, Alaska, California and Nevada. Festivities got under way with a potluck dinner on the docks Friday night. Saturday's working breakfast featured presentations by speakers from Volvo, Garmin and Coastal Craft. The program also featured a scavenger hunt and dinner in the resort ballroom before boats and crews departed Sunday morning for other ports or home. ■



Coastal Craft owners gathered at Poets Cove Resort for their annual rendezvous.



## AMERICAN TUG SPRING FLING



**FOR AMERICAN TUG OWNERS**, the season officially starts at the annual Spring Fling. This year, the informal rendezvous was held at Deer Harbor Marina in the San Juan Islands April 24-27. Twenty-six American Tugs, more than 50 crew, and about a dozen dogs were present. For the second year in a row, the marina rolled out the red carpet for the group.

The event started with the "best ball" golf tournament: 12 golfers enjoyed sunny weather at the Orcas Island Golf Course. Two evenings of potluck dinners were held at the beautiful community centre, and the wrap-up was a memorable dinner Saturday night at the Deer Harbor Inn.

The Spring Fling enables folks to catch up with friends and start planning the summer boating season. Thanks to Rex and Susan Chadwell, AT owners and Fling organizers, from the entire group.

—Shawn and Corinne Severn. ■ ▶

# PENDERS FUNDRAISE TO COMPLETE BROOKS POINT PARK



➤ The shoreline between Brooks and Gowlland Point (with lighthouse) boasts spectacular views of Boundary Pass and a significant field of chocolate lilies.



## CONSERVATION ADVOCATES

on the Penders are seeking financial support to help protect a prime section of South Pender waterfront between Brooks and Gowlland Points. Their targets include cruisers who enjoy the Penders for their unique natural environment, and the campaign is also getting valuable support from one of the Gulf Islands' high-profile boating destinations, Poets Cove Resort at Bedwell Harbour.

The Pender Islands Conservancy Association has worked for several years to protect the last two undeveloped open headlands in the Southern Gulf Islands, and both Brooks Point and Gowlland Point are now regional parks. But the wedge of prime waterfront between them remained in private

hands until the Capital Regional District purchased it for \$1.65 million in 2010. The purchase is contingent on community and conservation supporters contributing just over \$300,000 by the end of 2014.

PICA has already raised an impressive \$152,000 from the Penders' population of 2,400, and spokesman Paul Petrie says it is now reaching out to supporters and conservation organizations off-island to secure a further \$150,000. The campaign received a kick-start from Poets Cove. Just 15 minutes' walk from the Brooks-Gowlland Point waterfront, the resort offers a "Chocolate Lily" accommodation package, setting aside a portion of each purchase for the campaign. The resort has contributed \$20,000 to date.

Boaters docked at Poets Cove can walk to the waterfront to enjoy views of Boundary Pass and its pods of resident orcas, as well as cliffs, tide pools and fields of chocolate lilies. "It's a high-value conservation destination, with what has been described as the largest fields of chocolate lilies in the province," explains Petrie.

The Islands Trust Fund recently announced it will match campaign donations up to \$5,000. PICA's fundraising plans include an August golf tournament and a November concert in Victoria as well as approaches to other land conservation partners.

To find out more or to donate, visit [www.penderconservancy.org](http://www.penderconservancy.org) or [www.islandstrustfund.bc.ca/donate/please-help-our-campaigns.aspx](http://www.islandstrustfund.bc.ca/donate/please-help-our-campaigns.aspx). ■

## 'LAST CALL' FOR EASTER SEALS REGATTA



**SKIPPER AND SPONSORS** still have time to join the action at this year's National Bank Easter Seals Charity Regatta on Saturday, July 13. Skippers who register by July 5 will be entered in a raffle to win a crew spot on solo sailor Derek Hatfield's Volvo 60 *Amer Sports One* in the 2014 St. Maarten Heineken Regatta.

With media sponsorship from *Canadian Yachting West*, the regatta is hosted by Royal Vancouver YC Jericho in support of Easter Seals House, which provides accommodation for

families while their children receive medical care in Vancouver. The event is a PHRF handicap race with flying and no-flying sails divisions. This year marks the return of the post-race False Creek boat parade; the theme is pirates and crews are judged for prizes on their costumes, boat decorations and spirit.

Skippers and crews can also recruit their favourite licensed establishments to compete for bragging rights and the "Pub Cup" in the inaugural "First in Bar" race. Pubs compete to see which establishment

can raise the most in support of Easter Seals House. Pub-sponsored boats will be scored separately as well as overall in the regatta.

Registration is \$100 or requires a minimum \$250 boat sponsorship; sponsorship levels also include \$500, \$1,000 and \$1,500. Registered skippers and those who recruit their own boat sponsors will receive a Stormtech sail bag valued at \$75.

To register as a skipper or sponsor, visit [www.eastersealsregatta.ca](http://www.eastersealsregatta.ca) or call 604-873-1865. ■

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# TRAWLER FEST SHINES IN ANACORTES

**THE 2013 EDITION** of Trawler Fest, presented by *PassageMaker* magazine, drew fans of trawlers and the power-cruising lifestyle to Anacortes, Washington for courses, seminars, social events and a boat show May 14-19. Part of the magazine's series of trawler-oriented events, the fest takes full advantage of its scenic location at Cap Sante Marina and typically fine "banana belt" weather.

This year's program included two days of courses aimed at trawler owners and purchasers, an expanded program of seminars and demonstrations, and the four-day boat show featuring more than 70 trawlers and passagemakers from a variety of builders, dealers and brokers in BC and Washington. Exhibitors report the show is a rewarding one because it draws mostly current owners and shoppers with a strong interest in the trawler lifestyle. ■



Wall-to-wall trawlers on the docks at Trawler Fest Anacortes.

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# CONTROVERSIAL SQUIRREL COVE MARINA NEARS APPROVAL

**A PUBLIC HEARING** July 24 on Cortes Island may offer boaters their final opportunity to oppose a major new marina development that would radically alter navigation and anchoring access in Squirrel Cove, one of Desolation Sound's most popular anchorages.

Squirrel Cove Marine Resort, proposed by the Klahoose First Nation, is nearing federal and provincial approval, and is now in the hands of the Strathcona Regional District. In May, SRD directors gave preliminary approval to a rezoning bylaw to permit the project, with the hearing a next step.

The project would include a serviced 69-berth marina, 46 mooring buoys, a fuel dock, and float plane and water taxi docks covering 16 hectares in the outer portion of Squirrel Cove, and relocation of an existing shellfish aquaculture site into the narrows that lead to the inner cove. The SRD supports the project for its economic benefit to the First Nation.

But boating organizations including the Council of BC Yacht Clubs and Marine Parks Forever Society argue that the marina takes up so much area that it will impede safe navigation within the cove and compromise one of Desolation Sound's most tranquil and sheltered anchorages.

"The hearing will be the last opportunity for public input into the decision. Boaters who do not want to see this go ahead need to attend the meeting and speak their minds," said Peter Stockdill, an opponent of the project. "Following the public hearing, only third reading of the bylaw will be required."

The hearing is scheduled for Wednesday, July 24 at Gorge Hall, 1375 Robertson Road, Cortes Island.; the Klahoose Partnership may hold an information session prior to the hearing.

[www.savesquirrelcove.ca](http://www.savesquirrelcove.ca)

[www.klahoose.org/kfn-seeks-membership-review-of-marine-resort/](http://www.klahoose.org/kfn-seeks-membership-review-of-marine-resort/). ■ ▶

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➤ This year's Show at the Creek runs September 19-22.

## ON THE CALENDAR

<b>July 1</b>	Canada Day Regatta, Sointula
<b>July 11-14</b>	Pacific Northwest Chris-Craft Rendezvous Port Orchard WA
<b>July 13</b>	National Bank Easter Seals Regatta Royal Vancouver YC
<b>July 19-21</b>	Canadian Chris-Craft Rendezvous Telegraph Harbour
<b>August 16-18</b>	Canoe Cove Association Rendezvous Genoa Bay Marina
<b>August 22-25</b>	Vancouver Wooden Boat Festival Granville Island
<b>Aug. 30-Sept. 1</b>	Victoria Classic Boat Festival Inner Harbour
<b>Sept. 6-8</b>	Port Townsend Wooden Boat Festival Port Townsend WA
<b>Sept. 6-8</b>	CS West Owners Rendezvous Telegraph Harbour Marina
<b>Sept. 12-15</b>	Canadian Tollycruisers Rendezvous Telegraph Harbour Marina
<b>Sept. 19-22</b>	Boat Show at the Creek Mosquito Creek Marina
<b>Sept. 20-22</b>	Grand Banks Cruising Club of BC Fall Rendezvous

*Planning a rendezvous, club cruise or other boating event? We'd like to hear about it. Email us in advance with details at [duartsnow@kerrwil.com](mailto:duartsnow@kerrwil.com) and send us a short report and photos afterward. We'll run your announcements, stories and photos in a future issue of Canadian Yachting West.*

# BOAT SHOW AT THE CREEK

## MOSQUITO CREEK MARINA'S

seventh annual Boat Show at the Creek will offer more than 2,000 feet of power and sailboats, plus gear exhibits, seminars, demonstrations and sea trials at the North Vancouver facility September 19-22. The show is presented in association with the BC Yacht Brokers Association.

New features this year include:

- Expanded on-site show parking
- Equipment vendors and suppliers "on the water" with booths on a floating platform
- Daily seminars on the ferry
- Slips set aside for sea trials and quiet rooms for discussions between brokers and clients
- Moorage for show visitors who come by boat at \$25 per day.

The marina, owned and operated by the Squamish Nation, also marks its 50th anniversary this year.

For details visit [www.boatshowatthecreek.ca](http://www.boatshowatthecreek.ca). ■

new 40

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# Passing the First Test

FOR AN EAGER AND EXPERIENCED 14-YEAR-OLD, PASSING THE BOATER COMPETENCY EXAM IS JUST THE FIRST STEP IN A LIFETIME OF LEARNING ON THE WATER.

By John Kelly



➤ Legal! John Kelly displays his new Pleasure Craft Operator Card at the helm of the family sailboat.

**ONE OF THE TOUGHEST TESTS** I have ever written wasn't even at school. It was the pleasure craft competency exam.

In contrast to the 30 minutes of studying I usually do for one of my grade eight exams, I spent weeks preparing for my boating exam. Every night during the weeks leading up to the exam, I would review a chapter in the study guide. I even took the guide to school with me to read when I had the chance.

I have been boating my entire life, thanks to my parents who have always had a sailboat. They owned a Spencer 35 sailboat for many years before I was born, and I made my first crossing of the Strait of Georgia when I was only three months old. Now, 14 years later, I often get to helm our boat when we are out sailing, of course with my father (a CYA-certified instructor) nearby. My favourite part is steering the boat out of an anchorage, if the weather permits.

But despite my experience, I had avoided the boating exam, even though there is no age restriction for writing the test. I finally took on the challenge of getting a Pleasure Craft Operator Card this year. I began studying for it at the Vancouver Boat Show in February, where my dad bought the study guide, knowing that if he got me started, I would see it through.

## TOUGH QUESTIONS

The first thing I did was take the practice exam at the back of the book. I figured the test would not be difficult, just questions about right of way and buoys, and the first question confirmed my assumption: what is the front of the boat called? But the next few questions quickly demoralized me: What is the minimum number of seats required on a vessel towing a water skier? What is the maximum lifespan of a flare? (Answers: three seats and four years).

Skimming through more of the book, I found the material more confusing and frustrating. There was an entire graph dedicated to the various cardinal buoys, their lights, and what they mean. It seemed impossible to memorize everything.

One of my father's boating friends, Gordon, also took the test recently and although he has been boating for more than 50 years, he found the material tough. He warned me to read the questions carefully: one word could change the entire meaning of a question.

After a month of diligent studying and review, I decided to finally write the online exam. To my surprise, I still couldn't take it. To write the exam I still needed to spend three hours reviewing the online study guide and pass a quiz for each chapter to show that I understood the material in the chapter. If I failed a



quiz, I spent another 20 minutes reviewing the chapter again. Fortunately, I failed only one quiz, and the question that stumped me was: What type of fire extinguisher are you required to have on a motor boat? The options were Type A, B, C or D. (Answer: B)

When I took the exam, the fire extinguisher question reappeared, and Gordon was right—a few questions did slip a “not” into them, some of which I nearly missed.

My final score was 88 percent, coincidentally the same as Gordon’s, who joked that that must be the highest score possible. I eagerly printed off my temporary licence, as the permanent PCOC would arrive in four to six weeks. It was the first card I’ve ever had that was a legal certification of competency. It felt like I had my driver’s license, only better: after all boating is a lot more fun for getting around. But I’ve just passed the first test. Boating is a lifelong learning experience—nobody truly knows everything that could happen on the water.

I had dreams that night of zipping across the water in a dinghy, and frantically unfurling a sail as it plumed into its full majesty. ■

*John Kelly cruises the West Coast with his family on their Tayana 48 Perfect Bound.*

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# Destination SOINTULA

NAMED 'PLACE OF HARMONY' BY ITS FINNISH FOUNDERS, THIS HISTORIC VILLAGE IS A BEGUILING DESTINATION JUST OUTSIDE THE BROUGHTONS.



➔ Wherever you turn, the views are spectacular—this is Dickenson Point.

Story & Photos by Duart Snow

**O**N BC'S LONG AND STORIED COASTLINE, THE AMBITIOUS CRUISER'S BUCKET LIST IS SURE TO CONTAIN LITERALLY HUNDREDS OF HIGH-PROFILE "DON'T-MISS" SPOTS.

But over the years, one destination popped up regularly in our conversations with cruisers and landlubbers alike, people whose opinions we trusted. They spoke of this place reverently and urged us not to miss it.

The place is Sointula, the village on Malcolm Island that was founded by Finnish

pioneers in 1901 as a utopian socialist community. It became our turn-around point on our Broughtons cruise last summer—and our visit most definitely did not disappoint.

Our arrival could have been better, though. As we rounded the east end of Malcolm Island from Queen Charlotte Strait into Cormorant Channel, a strong westerly wind and rain chased us off the bridge and brought dusk down early. In fading visibility, we slipped through Haddington Passage (leaving the extensive but well-marked Haddington Reefs to starboard) and felt our way to the public harbour near the head of Rough Bay on Malcolm's southern shore. ▶



➤ Signs of Sointula.

Operated by the Malcolm Island Lions Harbour Authority, this well-run facility offers side-tie space to transient boats on its north and south docks on a first-come, first-served basis, as well as power and the best water on the coast, say locals. We found a spot on the north dock and, after showers, dinner and a short walk around the harbour, we felt right at home.

**PLACE OF HARMONY**

The village is about 1.5 kilometres south of the harbour and the walk along waterfront 1st Street is the ideal way to get the flavour of this “place of harmony,” as Sointula means in Finnish (locals pronounce it “Soyn too la”). The road passes boat and fishing sheds above the harbour, some still in use and some clearly disused, and the full-service shipyard, Tarkanen Marine Ways. The pastel-coloured houses that line the road closer to town are trim and distinctive, with unique fences, well-tended gardens

and stunning views across Cormorant Channel to Vancouver Island. Many bear signs and art that make it clear how important wild salmon are to life here—and sharp statements about the threat posed by fish-farming in the nearby Broughtons.

Among the frame houses and historic buildings, there is not a branded business or big-box store in sight. Sointula is very much on the modern grid, but we big-city dwellers felt we had stepped back to a time when the coast was alive with communities like this. The Cooperative Store—Western Canada’s oldest co-op, founded in 1909—is the village hub. It’s well stocked with groceries, produce, meat and fish, magazines and newspapers, and a liquor outlet. At the Upper Crust Bakery across the street, we enjoyed coffee on the deck, savoured the view, watched the ferry arrive from Port McNeill...and learned our Finnish words of the week: “Päivää” (please) and “Kiitos” (thank you.)

In the island cemetery, south of the village, the ▶

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➤ Sointula's public harbour offers lots of moorage for locals and transients a mile north of the village.

stones offer a simple record of the lives of Sointula's founders. Many emigrated to this remote outpost at mid-life and worked hard to carve a new home out of near-wilderness. Their lives are difficult for us to imagine now, and we left the cemetery with even more respect for their history than when we entered.

Nearby Dickenson Point, known locally as "Graveyard Point," offers more stunning views of Vancouver Island, Broughton Strait and Cormorant Channel—it's also apparently a fine place to watch the sun rise over Johnstone Strait to the east. From here, a three-kilometre nature walk follows Kaleva Road eastward along the shore.

Malcolm is an island for walkers: you could ramble its quiet roads and trails for days. Other walks include the 3.2-kilometre Mateoja Heritage Trail, which leads north from the village, and the Beautiful Bay Trail, which extends five kilometres above Beautiful Bay on the north shore. Look for trail maps at the Resource Centre or the museum, both on 1st Street.

## MEMORIES

Sointula Museum, just north of the village centre, is a treat. It houses a rich trove of islanders' memories and memorabilia: photos, memoirs, costumes, and surprising artifacts of community life and the logging and fishing industries. Look for the big 35-mm projector that once showed movies here; an antique Easthope marine engine; a hand-operated foghorn, possibly salvaged from Pulteney Point Light at the west end of the island, that wheezes when you pump it; and old charts marked with sites of successful fishing sets.

A museum volunteer reminded us that folks here have deep roots: a fourth-generation islander, he left as a young man but recently moved home. Sixth-generation residents aren't uncommon but with the decline of logging and fishing, the population has fallen to perhaps fewer than 800 year-round residents. Sointula's communal spirit and left-leaning politics drew newcomers over the years, especially in the '60s and '70s; many artists and artisans have ▶

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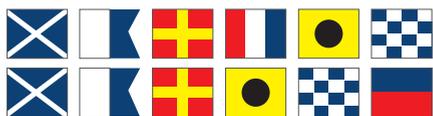
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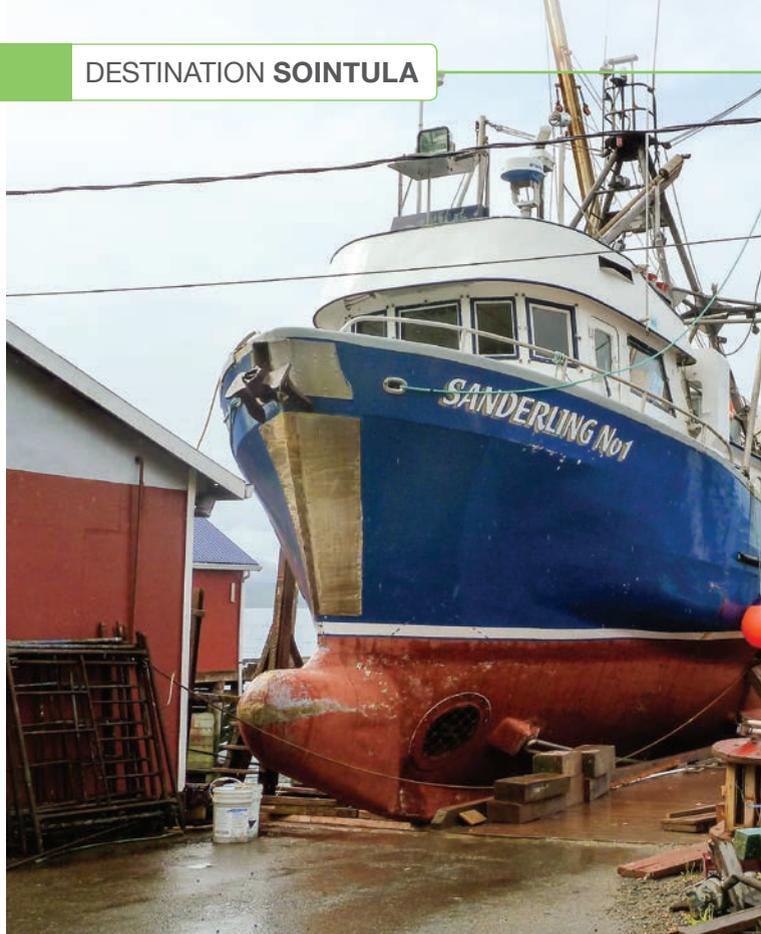


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also been attracted by this peaceful, inspiring place, as have seasonal residents who keep second homes here.

In some communities where industry and employment have faded from their heyday, it's possible to sense discouragement and defeat. But not here. Everyone we met was unfailingly friendly, polite and welcoming. "Resilient" and "tenacious" also came to mind—qualities signified by the hard-to-translate Finnish word "Sisu" or spirit. It may be the legacy of ancestors who were used to helping each other through hard times. Or it may simply be that folks feel fortunate to live in this place, whatever its challenges, and are pleased to share it with visitors.

The recent revival of the Salmon Days festival may be a small sign of this resilience. A late-summer event that ran for decades but came to an end in 1983, it was revived in 2011 and immediately provided an occasion for islanders who had moved away to visit home, says organizer Myrna Williams.

"I grew up here and Salmon Days was an event we looked forward to every year. Now, it's a reunion for people who have roots here. We've never had to say that—everybody related Salmon Days to the event of old and the buzz just started."

The weekend includes a Saturday afternoon community market, a salmon barbecue, music and cabaret, a Sunday pancake breakfast and an artists' studio tour. The festivities include recognition of Sointula's history: a presentation last year traced the history of Salmon Days itself, and the salmon barbecue is done in traditional fashion.

"The old Finnish guys cook the salmon dinner over an open pit in the old way. It's quite interesting to watch them—it's pretty unique," says Williams.

This year, Salmon Days takes place August 23-25 (see "If You Visit").

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#### HARDWARE AND HISTORY

We finished our day with dinner at the Burger Barn—great burgers, yam fries and still more stunning views—and a walk past the old sheds and float houses

#### IF YOU VISIT

##### Malcolm Island Lions Harbour Authority

Moorage is first-come, first-served (no reservations, rafting encouraged) on the north or south docks, but the north dock is closer to the harbour office, showers, washrooms, laundry and the Burger Barn. Dock space is generally available, and usually plentiful in July when local fishboats are out. Water and power (20 and 30-amp) are available on the docks, and the office rents bicycles if you'd prefer to ride to the village. Harbourmaster: Lorraine Williams 250-973-6544 or milha@cablerocket.com [www.sointulaharbour.com](http://www.sointulaharbour.com)

##### Sointula Resource Centre

Everything Sointula, including visitor information, maps, brochures, services, even Internet access. 250-973-2001 or [sointulainfo@recn.ca](mailto:sointulainfo@recn.ca) [www.sointulainfo.ca](http://www.sointulainfo.ca)

##### Sointula Museum

A must-see collection of photos, publications, artifacts and exhibits that trace the community's development from a Finnish socialist commune to today's quiet village. Open daily May-September. [www.sointulamuseum.ca](http://www.sointulamuseum.ca)

##### Salmon Days

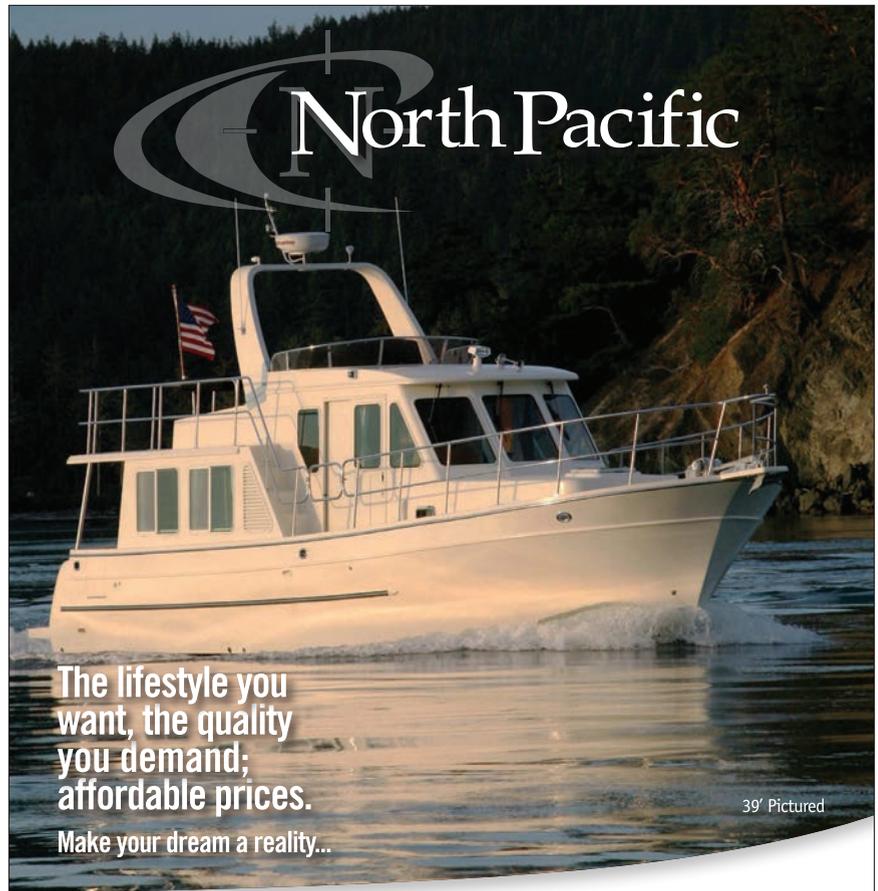
August 23-25. For details: [www.sointularipple.ca/announcements](http://www.sointularipple.ca/announcements)

at the head of Rough Bay. We planned to leave on the next morning's flood tide, after one last stop: the Co-op Hardware near the marina. "Don't miss it. Grab a coffee and just listen," a friend had insisted.

As we stepped inside, we were joined by a wiry older man who strode across from one of the boat sheds. Sure enough, coffee was on and the talk

started. The chart we were after was out of stock—but true to the local spirit a man at the counter offered his copy!

As we left, the man who had entered with us motioned us across the road and introduced himself. Andy Anderson is a third-generation islander and, at 73, patriarch to two more generations. Beginning about 1914, his ancestors built



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→ Andy Anderson's family built hundreds of boats in this shed; now he is restoring the historic gillnetter *Sturgeon I*.

more than 600 boats, including 75 of the small fishing skiffs pictured in the mural on the side of the Co-op building. Now, in the same boat shed, Anderson is restoring the 1948 gillnetter *Sturgeon I* for display outside the museum.

The shed next door was even more eye-opening: a museum of marine engineering with a huge stock of bits from old engines and boats, including massive antique VHF radios. "What do I do with all this?" Anderson shrugged.

He told us stories of his days as a fisherman, deckhand and skipper on fish packers, including runs as a young man from Glendale Cove to Steveston that involved hair-raising night runs through Chatham Channel. He still owns a fishboat, a gillnetter he rented for years then bought a few seasons ago.

"I decided to fish it myself. That was the biggest sockeye run in a century. I almost lost my old-age security!"

We could have listened for hours and stayed another day or two, but tide and home were calling. We had seen just enough of Sointula and its people to fascinate us. We plan to return this summer and dig a little deeper into this "place of harmony." If you're in the neighbourhood, don't miss a stop here. ■

*Duart Snow is editor of Canadian Yachting West.*



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## VIRTESS 420 F



↪ A wonderful little bay and beach in a regional park across the lake from the city. This is a member's wedding reception at Raymer Bay, and all of these boats are filled with wedding guests.—not your normal wedding party

# KELOWNA Yacht Club

KELOWNA YACHT CLUB ON OKANAGAN LAKE IN BRITISH COLUMBIA, NOW 1,000 SLIPS

By Katherine Stone

**W**HO DOESN'T LOVE the folklore and myth of sea monsters? Some say it's the fodder for ancient sailing logs and others fill story books with these mysterious creatures. Ogoopogo, also called Naitaka the lake demon, makes its home in Okanagan Lake in British Columbia where legend tells of first sightings by the First Nations peoples. The first white settlers were not fussed by this superstitious lore until the first recorded sighting by Mrs. John Allison in 1872. To this day, the sightings persist with consistent reports of a creature some 20 to 50 feet long, with a horse shaped head and an undulating serpent like body! Okanagan Lake is deep and about 130 km long by 4-5 km wide, but the monster appears to favour an area just south of Kelowna. This, my friends, sets the stage to uncover that gem of a boating destination, Kelowna Yacht Club.

This beautiful location, set in the southern interior of British Columbia, is home to short, cold, cloudy winters which are excellent for skiing at nearby Big White and Silver Star resorts. Not wonderful conditions for ice boating though, as the last time that the lake completely froze over was in the winter of 1986. Their long, hot, dry, bug-free, sunny summer climate is actually classified as semi-arid and supports the conditions for award winning vineyards and lazy afternoons on the lake enjoying the sandy beaches and warm sparkling waters, surrounded by the fruit orchards and ski mountains.

Originally, The First Nations peoples had migrated down from the north to enjoy this valley which provided deer, fish, roots and berries. Later, according to the historical records of 1811, David Stuart, working for the Pacific Fur Company, arrived at this beautiful valley. He then established the Brigade Trail through the valley to Kamloops to allow goods to come in and furs to go out. This

paved the way for three hardy Oblate Missionaries to find their way there in October 1859 and establish their mission at a site they referred to as "L'Anse au Sable" (Bay of Sand). Settlers began arriving in 1879 and by 1892 the town site of Kelowna (which is the native word for Grizzly bear) was duly registered and laid out. In 1905 when the town was incorporated the population was recorded as 600. Today, the city has seen continuous growth as the largest city in the BC interior at close to 120,000 people.

The first boats were small cargo craft and then replaced by steam-driven sternwheelers. Canoes and rowboats were enjoyed by many to get out on the lake. The all-too-human nature of a race led to the first Kelowna Regatta in 1906 with canoe, rowboat, swimming and diving competitions. By the fall of 1945 a group of power boaters wanted people to start to enjoy the water and met to discuss the formation of a club. Industrious plans came to fruition, and the Kelowna Yacht Club



↑ An historic shot from the early 1950s. → Who would have known that in 2013, the Kelowna Yacht Club would reach over 1000 slips!



was incorporated a year later in 1946, with protected moorage facilities and a boat launch ramp established in 1950. The old CKOV town radio station was purchased for \$150 and moved to the KYC site in 1951 to become their new clubhouse. Many members had petitioned the federal government and the original breakwater was removed and a larger, more substantial one built to accommodate the 38 slips.

As Kelowna Yacht Club marks its 68th year in 2013, they have come remarkably far, now boasting the largest marina in Canada with over 1,000 slips, more than 1,200 members, and the sod broken on April 23, 2013 for the construction of a new 24,000 square foot clubhouse to be completed in June 2014. The new clubhouse will have a public restaurant, banquet facility, offices, and a classroom on the main floor with a 2,300 square foot patio easing into Stuart Park. The upper level will be a members' only area with another dining facility, lounge, meeting rooms, and decks overlooking the lake and park. The building has been designed with a nautical theme

reflecting the masts, sails and hulls of the boats in the water. Every Friday and Saturday night in the summer, music can be heard from the downtown core.

Ken Smith, the club's Director of Communications, is a fabulous ambassador of the Kelowna Yacht Club, extolling the virtues of the Okanagan Lake, "With almost a hundred free mooring buoys located in special bays up and down the lake maintained by the different yacht clubs, combined with the warm climate and long summer, many of our members choose to cruise. While the lake doesn't compare to the pleasures of the BC coastline, each yacht club and bay offers its own unique scenery and advantages and many members spend their weekends and vacation time cruising from one end to the other, enjoying every community and beach along the way."

The club is involved in the community in a big way and since 1993 has sponsored the Disabled Sailing Association with moorage spots for their fleet of specially equipped boats, facilities, and proceeds from the Commodore's Cup sailing race to

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info@glenmoresailboats.com



➤ Pirate raids on sailboats are followed by the biggest pirate ship water-fight in BC, an epic battle off of City Park so that shore-based observers can enjoy the tactics. Eventually, the pirates retreat to the safety of our basin and a feast on our patio. This is a shot of three pirate vessels in last year's battle. ➤ This pirate is Al Cotton, a Life Member and unofficial club photographer. If you're wondering, the beard is real, those are gummy worms, and he often steps in for Santa during our annual Kid's Christmas party. ➤ These are definitely members on the buoys at Traders Cove, a protected bay north of the city, giving the feel of a desert climate providing our valley its unique warmth and provides pest-free relaxation.



help introduce people with disabilities to the joys of sailing on the lake. KYC also helps to install, inspect, and maintain some 37 public mooring buoys between the bridge and Caesar's Landing. All the proceeds from the KYC Boat and Leisure Show (which takes 200+ members to run) benefit the community as they are put toward maintaining these buoys. Each spring, you will also see KYC and CPSS members removing winter debris from the community lakeshore between Stuart Park and the Water Street boat launch. Free pump-out is offered to all boaters on the lake in partnership with the City of Kelowna. Free dockage is also offered to the community based services of the Kelowna Fire Department, Department of Fisheries, RCMP

rescue and patrol boats, and the Canadian Coast Guard. They are so entwined with the community that they actually have a lot of fun at their own events. Every year, the club members volunteer their boats for the Blind Fishing Derby, which allows people who are sight-impaired to fish and have fun on the water. The Boat for Hope event for the Okanagan Boys and Girls Clubs treats more than 100 children with disabilities, along with 260 siblings and parents, to a day of fun on Okanagan Lake. The members again provide their own boats so that the sailors finish off the day with an epic water battle between pirate ships off the downtown park and beach using water guns and hoses. Seriously????? .....who really has more fun here? Getting people out on the water

is a top priority for these folks. There are over 1,000 students, both young and old who filter through their sailing school. Don't have a boat? You can rent an Optimist, Laser, Flying Junior, Hunter 17 or kayak for an hour or a day. Need to brush up your French during the summer? KYC also has the only French Immersion children's sailing classes in North America. The club is also the home to one of the top women's racing programs in the country and the largest fleet of Santana 525s. Not a sailor? Power boaters enjoy poker runs and the many social invasions, as well as the numerous Canadian Power and Sail Squadron courses offered. Ken recounts a story from one of the older members who claims to know the origin of the sailing school after a power boat member decided to purchase ▶

TOP: KEN SMITH, BOTTOM LEFT: JO-ANN SMITH, BOTTOM RIGHT: AL COTTON

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➤ **Blind Fishing Derby.** We work with the Canadian Institute for the Blind and our members volunteer to take people with visual impairments out for a morning of fishing, and then everyone heads back to the club where we provide an excellent lunch and awards for the best efforts.

a sailboat. “Apparently this member declined all offers to teach him how to sail it after deriding sailing as a skill which was obviously easy to learn. The Okanagan Lake has only one bridge across it, which is a floating bridge. The unfortunate member managed to sail his vessel to the concrete bridge, only to end up pinned against it by the north

winds that blew him there, unable to sail her away until his plight was eventually noticed and rescued.”

Take a vacation or stay for a lifetime. Come down to Kelowna Yacht Club and sit at the round table says Ken, “Where people who sit there expect to be joined by any others who may wish to join the conversation. It’s where many

new members get to learn everything from the club’s history to stories about past races, discuss new events, solve world problems and generally enjoy the camaraderie of belonging with a group of really great people.”

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KEN SMITH



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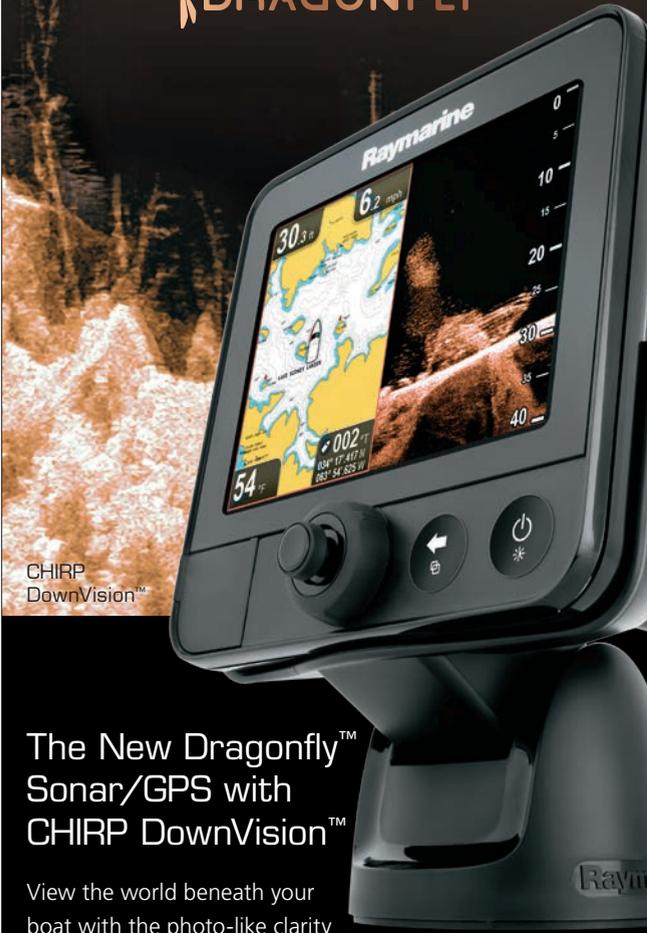
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# Boating in the BIOSPHERE

RICH BIODIVERSITY AND ENDLESS ANCHORAGES ABOUND IN THIS GALAPAGOS OF THE NORTH

By Jennifer Harker

**T**HE 30,000 ISLANDS OF GEORGIAN BAY is a boater's dream destination with crystal clear waters, endless anchorages, amazing angling opportunities, outstanding scenery and diverse wildlife and vegetation. It is also a United Nations Educational Scientific and Cultural Organization (UNESCO) world biosphere reserve, a designation awarded in 2004 after seven years of intensive work by a collective of cottagers, boaters, residents, First Nations representatives and organizations with support from government agencies.

Established in 1998, the Parry Sound based non-profit organization Georgian Bay Biosphere Reserve Inc. includes geographically diverse volunteers from all walks of life who share a common 'Georgian Bay feeling'. It continues to facilitate vital community partnerships and fulfill the biosphere mandate.

Communications manager Dr. Becky Pollock said, "When people ask why we were designated, we like to tell them that we had to meet strict international criteria relating to the quality of the ecosystems here and the potential for conservation and sustainable development."

Around the globe there are over 600 biosphere reserves in 117 countries with 16 of these living laboratories and platforms for sustainable development in Canada, including the Georgian Bay Biosphere. Considered the world's largest freshwater archipelago, this biosphere encompasses 347,269 hectares of shoreline ecosystem stretching over 200 km from the Severn River at its southern edge to the French River in the north. Bordered by the Highway 69/400 corridor in the east, its western edge extends out into Georgian Bay to the Limestone Islands Nature Reserve although the boundaries are considered flexible and can change over time.

In all over 100 different types of habitat have been identified that support staggering diversity including

↑ Financial support of the Georgian Bay Biosphere Reserve helps ensure future generations will enjoy it.

170 breeding bird species, 44 different types of mammals and 34 species of reptiles and amphibians earning it a reputation as a herpetological hotspot. Pollock said, "When we speak with student groups, we compare the Georgian Bay in their backyard as the 'Galapagos of the North'—which is to say that we are unique on the planet and we host one of the highest populations of reptiles and amphibians in Canada."

Conservation of ecosystems, biodiversity, genetic variation, species and landscapes is key to a successful nomination under UNESCO's Man and Biosphere program, established in 1970. Along with conservation, sustainable development—both economic and human—and support for education, research, training and monitoring form the group's mandate. Pollock explained, "Biosphere reserves require core areas that have legal protection, in our case: one national and several provincial parks, and biodiversity should be protected across the entire landscape i.e., not just in parks. We are blessed ▶

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↑ **TOP LEFT:** With over 100 different types of habitat, the biosphere is sometimes called the Galapagos of the North. ↑ **BOTTOM LEFT:** The ecologically diverse Georgian Bay Biosphere is home to an astounding variety of birds, mammals, reptiles and amphibians. ➔ **RIGHT:** Conservation of biodiversity was one of the key components to the region earning UNESCO world biosphere designation in 2004.

to have a large percentage of Crown Lands and islands that greatly increase the protection values of our area. There are much lower rates of habitat fragmentation by roads here so far, for example, which greatly enhances the biodiversity—certainly for species at risk, like our turtles and snakes.”

Although the designation has no legal power to prevent development or stop malpractice, Pollock maintains it is still vital to create what she terms good moral suasion. “It is the environmental consciousness for the community. A Biosphere Reserve designation creates a sense of pride, and pride of place. It is an international recognition of special places. It provides a framework for thinking about environment and development in a particular place, for the present, and for future generations.”

She said although Georgian Bay is considered to be in good condition compared to other Great Lakes, “There are still a number of threats and pressures to ecosystem health, including: invasive species, climate change, water levels, and development including

roads and shoreline alteration.”

The UNESCO designation has positively altered habits and perceptions. “Some property owners are more informed about why their land has ecological value,” Pollock said. “Some residents and cottagers are more engaged in best practices, after we have provided them with information and training. Some have said, ‘I want my grandchildren to learn this, so they can take good care of this place.’ Boaters are often as passionate about the bay as any other group; and some marinas are in a position to point out the significance of the designation.”

Biosphere board member Michael Vollmer has been cruising the bay for half a century, most recently aboard Chippewa, a custom wooden launch built in 1936 and restructured in 1986. He was honoured to be asked to help create the biosphere and said it brought together many groups previously at odds, focusing efforts on something they all love—Georgian Bay. “The bay has something for every boater, broad stretches, a myriad of comfy little anchorages so private they’re often not

TOP AND BOTTOM LEFT: GORD DARDLINGTON, RIGHT: SCOTT GILLINGWATER



on the chart and larger spots where a group of friends can find a common anchorage. The bay has a fascinating collection of rocks which allow, indeed force you, to work on your navigation skills. Every day you will be rewarded with stunning sunrises and sunsets ... more than just memories.”

To preserve this irreplaceable treasure Vollmer said boaters must minimize their environmental impact. “Every dock has ample garbage and re-cycling bins, use them! Ensure your boat is well maintained so that oils and other boat stuff does not get pumped overboard. This entails good maintenance of your mechanical systems and the use of hydrocarbon absorbents in the bilge. Not rocket science at all.” He recommends looking for the Environment Canada Enviro Logo on cleaning products and encouraging marinas to be part of the Ontario Marine Operators Association Clean Marine Program. “We all rely on the environment for our enjoyment so let’s protect it!”

Past executive director of Ontario Sailing and one of the biosphere’s founding board members, Al Will has been connected to the bay since he first went to Camp Hurontario in Twelve Mile Bay, back in 1956. A passionate sailor, Will said the annual

Georgian Bay Regatta is a great way to explore and discover the bay and the biosphere. One of his most memorable moments came on a windless day when the race committee gave the fleet a choice to follow an experienced skipper out to the Western Islands. “The Westerns are a perfect example of preservation of what the Georgian Bay Biosphere Reserves stands for. Because

of being the furthest ‘out-islands’ only large or fast boats with experienced skippers should attempt the crossing. The islands are high and the view is awesome. Here you really can see 30 feet to the bottom.”

Will said individual boaters can make a difference with their daily habits like reducing grey water from the galley sink. “We use paper towels ▶



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➤ By altering their habits in small but significant ways boaters can reduce their impact and continue to enjoy the unique beauty that is the Georgian Bay Biosphere.

to attack any greasy pans or dishes before washing them. If you swim every day, or two or three times a day that we do, you really don't need any body soap or shampoo." To help preserve the biosphere he adheres to the popular expression, take nothing but pictures and leave nothing but footprints.

For the biosphere's continued preservation and sustainability, Pollock said financial support including donations, memberships and corporate sponsors as well as volunteer support is essential. "We always welcome volunteers and consider them champions and spokespeople for the organization," Pollock said. "We encourage subscribers on our website to keep informed and stay involved. Ideally we would create an endowment fund to support environmental education."

Individuals can actively help with programs such as Lessons-in-a-Backpack for teachers with on-line lesson plans; encouraging 'stewardship parties' with the on-line guide Life on the Bay; monitoring programs for lakes and wetlands; reporting species at risk sightings; taking a plot and growing food (20% of which is donated to local food banks) in the Parry Sound community gardens; and sharing and acting upon the soon-to-be released ecosystem health report card called State of the Bay.

Membership is open to anyone, whether they live within the biosphere reserve or not and GBBR has 85 business or organization corporate members and 200 individuals and families. With hundreds of Facebook fans and over 1,000 contacts receiving the online newsletter membership continues to grow. To learn more join the Facebook page [www.fb.com/GBayBiosphere](http://www.fb.com/GBayBiosphere) visit the website [www.gbbrr.ca](http://www.gbbrr.ca) or call 705-774-0978. ■

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Off Sligo, Ireland, Brendan Keys (left), Ronan and crew try out a fast 7.9-metre RIB built for the Irish Coast Guard.



# BROTHERS IN BOATS

KNOWING THE INFLATABLE TRADE SPELLS SUCCESS FOR THE KEYS BROTHERS, IN BC AND BACK HOME IN IRELAND.

By Duart Snow

**T**HIS IS A STORY ABOUT TWO BROTHERS IN TWO COUNTRIES, AND HOW THE BOOMING POPULARITY OF INFLATABLE BOATS ON A GLOBAL SCALE HAS CHANGED BOTH OF THEIR LIVES.

The brothers are Brendan and Ronan Keys, born and raised in the port of Drogheda, on the east coast of Ireland just north of Dublin. Today, Brendan's home is Vancouver, where he is a partner in GA Checkpoint Yamaha, one of BC's leading inflatable and outboard dealers, while Ronan operates Inland Inflatable Services, Ireland's leading inflatable sales and service firm, in Sligo, on the country's west coast. As newcomers to Canada in the late '80s, they found work repairing and selling inflatables just as the boom in rubber boats began, and they've never really looked back.

## UPHOLSTERY SKILLS

Brendan, now 43, and Ronan, 42, share the outgoing charm and sly wit

you expect of the Irish. The eldest of eight children, they say they knew nothing about boats at home but grew up tinkering with cars in their parents' barn. When they came to Ontario in 1988, Ronan answered an ad for a "mechanically-minded person with upholstery skills" and found himself working at then Inland Inflatable Boats and Services (now Inland Liferaft and Marine of Etobicoke), then North America's largest Zodiac dealer.

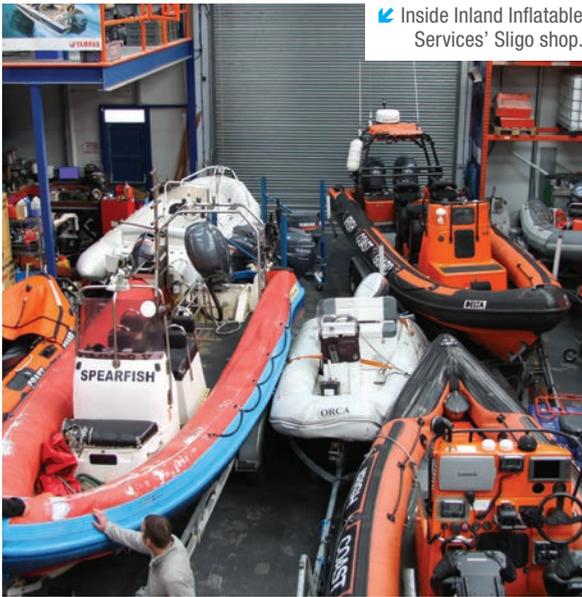
"The upholstery skills meant fixing inflatable boats," says Ronan. Not long after he started, he was asked if he knew anyone else looking for work—and Brendan got his start as well. While Ronan returned to Ireland in 1990, Brendan stayed at Inland for five years, learning both service and sales, as well as establishing a long-term relationship with Yamaha outboards when Inland became a dealer. He relocated to Vancouver in 1992 to be near his wife Birgit's family, and joined Adventure Marine Inflatables, selling, rigging and

servicing boats for the Zodiac, Zeppelin and Yamaha dealer.

In 1998 he joined Yamaha as district sales manager for marine products, building the manufacturer's business with marine dealers as well as the West Coast's proliferation of fishing camps and lodges: "We definitely grew Yamaha's market share in BC at that time. It was 35 percent when I started and over 50 percent when I left."

Brendan concluded his time at Yamaha as Western Canada regional sales manager from 2004 to 2010, then joined GA Checkpoint as a partner with the goal of growing the motorsport dealer's marine business. The challenge "is a larger nut to crack," says Brendan but the dealership has so far expanded its outboard business, added more lines of inflatables and aluminum fishing boats, and opened a second location in suburban Abbotsford.

With his own hands-on experience in all facets of the inflatable game, he's proud of the fact that GA Checkpoint



← Inside Inland Inflatables Services' Sligo shop.



↑ A second Keys generation has followed the brothers into the marine business: Brendan's daughters Nadine (left) and Krysta (centre), and Ronan's son Gerard (right).

is the only Lower Mainland dealer set up to sell, rig, service and repair inflatables. And his timing could be no better: "The inflatable boat business is going through the roof."

### OVER THE POND

For his part, Ronan returned to find little work in a much smaller marine industry in Ireland: "There was one company back home that repaired inflatables... badly!" He qualified as a motor mechanic but put his inflatable skills to work fixing boats in his spare time "because there was no one else doing it."

Meanwhile, rigid-hull inflatables were fast becoming a big business in nearby Britain. After moving to Sligo in 1999 as a vehicle inspector, Ronan started his own business servicing and repairing inflatables and RIBs in 2002, and quickly found himself building boats as well. He delivered six rugged 9-metre RIBs powered by inboard Yanmar diesels to a Dublin Bay eco-tourism operator ("whale-watching... without the whales," as he puts it) and expanded his service business with dive clubs, police marine units, the Irish airport rescue service and the British military, regularly flying to Scotland to carry out emergency repair jobs.

He moved to larger premises in 2004, becoming a Zodiac and Yamaha dealer, then bought a still-larger facility with a showroom in 2012. His company's work now includes service, major overhauls and new construction for clients such as the Irish Coast Guard and the Dublin Fire Brigade and other

fire services. Inland is Ireland's largest Yamaha dealer, and the Irish distributor for Sidney, BC-built Shockwave high-performance shock-mitigating marine seats, now fitted in all of the country's coast guard vessels (see sidebar).

"The mainstay of the business now is RIBs, for the coast guard, fire service, civil defense. We are the only RIB service centre in Ireland. And we overhaul not just the boats but all systems, engines, electrics, instruments, AIS and seats."

### TRICKY BUSINESS

It's clear that learning their way around inflatable boats at exactly the moment when the rugged, versatile craft began to take over a wide range of markets, from yacht tenders to tourism, military and commercial uses, has been a boon for the Keys brothers.

"This is a tricky business, an interesting business," says Brendan. "It's very specialized. You have to have guys who understand the products and how to sell and service them. That's why it's difficult for anyone to set up as an inflatable business and succeed."

"Twenty-five years in the business and we both still get up every day and look forward to getting into work—it's always different."

And the trade hasn't stopped with the two eldest Keys. Brother Hugh operates a mobile marine service, and brother Eoin a chandlery. ("They're in the business because we dragged them into it!") And a second generation has entered the trade. Ronan's son Gerard

works for Brendan at GA Checkpoint, as does Brendan's daughter Krysta.

Ronan says the boat business has simply treated he and Brendan well: "The amazing thing about the marine industry is that you can make a name for yourself starting from sweeping the floor!"

Not bad for a couple of Irishmen with upholstery skills.

*Duart Snow is editor of Canadian Yachting West.* ■

### EASING THE SHOCK

**Shockwave Seats**, a Sidney, BC company, has established itself as a global leader in high-tech shock-mitigating seating for professional mariners in big, rough water. With a long history in chassis and suspension design, including roots in NASCAR racing, company president David Smith saw a need for a marine seating suspension system that would prevent fatigue and injury during long hours at the helm in rough conditions.

Shockwave employs a robust and adjustable shock-absorbing suspension system, energy-absorbing foam padding and simple but rugged frame construction in a wide variety of seat systems that are compact and light in weight. Most recently, it has combined seating and helm consoles in modules known as the Integrated Control Environment that mitigate shock in three axes; ICE modules have been fitted in new Canadian Coast Guard and Royal Canadian Marine SAR vessels.

Shockwave supplies customers in military and enforcement, patrol and rescue, racing, commercial transport and tourism, and cruising and sport fishing. While its products are built to military specs, they can be finished with custom paint or upholstery to suit pleasure craft applications.

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# BEST OF THE WEST

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**T**HIS MONTH, TO CELEBRATE SUMMER AND THE BEST OF THE BOATING SEASON, WE'VE ASSEMBLED A ROSTER OF PRIME CRUISING SPOTS, ACTIVITIES AND DIVERSIONS. They're not intended to be "bests" by any means—that would really be stepping out on a log boom!—but favourites selected by ourselves and some of our regular contributors.

We'd love to hear what you think of our choices—and we'd love to hear about your favourites. We're interested in the categories you see below, as well as any other destinations or activities that inspire you to get out boating: marinas, bistros, beaches, hiking trails, fishing or kayaking spots, viewpoints, boating events or celebrations, lazy day hangouts... whatever spins your prop! Email comments and suggestions to [duartsnow@kerrwil.com](mailto:duartsnow@kerrwil.com), tell us what,

where and why, and we'll assemble your stories and photos into future articles. We're looking forward to hearing from you.

For now, we invite you to settle in on your boat, reach for something cool and enjoy our favourites.

## ↑↑ MARINE PARK: NEWCASTLE ISLAND

*By Duart Snow*

When the BC coast offers an abundance of marine parks in wild and far-flung places, a park that lies less than a mile off one of Vancouver Island's largest cities might seem an unlikely "favourite." But Newcastle Island has been exceptionally good to us over the years: we land here year after year and we never leave disappointed. We've begun and ended many cruises here, made new friends and met old

ones, tramped its trails and its beaches, swum in its waters, and lazed on deck while the sun set over Vancouver Island and the lights of Nanaimo winked on. Our dachshund Rosie literally grew up and grew old here; she no longer does the eight-kilometre trek around the island with us but she's still up for hunting beach crabs on the shoreline close to the park docks. We were even inspired to buy our present trawler by folks we met here, so returning in *Thea* feels like coming home.

These days, Newcastle is our base for exploring Nanaimo as it morphs from a gritty industrial port to a cosmopolitan city with a rich food and cultural scene. And if you don't feel like cooking or crossing the harbour for provisions, the coast's most unique marine pub, The Dinghy Dock, beckons about 150 oar pulls away. How much better can the cruising life get?



➤ The docks at Newcastle Island draw cruisers and locals alike.

**Honourable Mentions:**

Montague Harbour, Rebecca Spit  
*Duart Snow is editor of Canadian Yachting West.*

➤ **ANCHORAGE:  
 MURRAY LABYRINTH**

*By William Kelly*

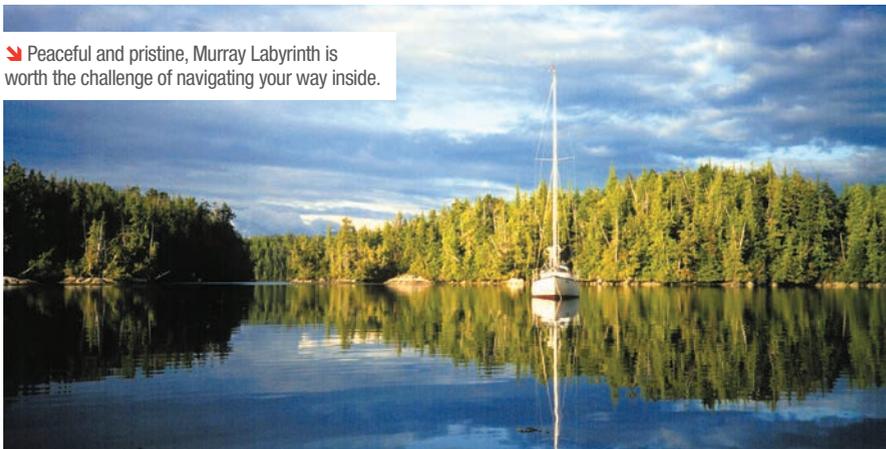
The challenge in selecting a favourite anchorage, at least for me, is that there are so many beautiful coves and bays along our coast it seems a shame to leave any unmentioned. But when I really need to put my tired brain to rest, I think of the remote anchorages beyond Johnstone Strait. There are many quiet and protected anchorages from the Broughton Archipelago to Bella Bella and these are the places that really keep me interested in owning a boat. One that sticks in my mind is Murray Labyrinth, a very difficult anchorage to get into—but even more difficult to leave because of its absolute serenity and beauty.

Located 12 miles south of Cape Caution, Murray Labyrinth is a pristine and rewarding destination for cruisers

who like to navigate intricate shorelines. It is encircled by islets, rocks and reefs but there are safe ingresses from two directions. The preferred entrance is from the southwest, as shown clearly on Chart 3921 with detail of the dog-leg channel that cuts between the islets. This entrance follows a 12' trench clear of kelp in a northeasterly direction to two islands where the first 45-degree turn to port is made. The more daunting entrance from the north has ample depth in a narrow channel but is best reconnoitered first by dinghy.

Once inside, the best spot to anchor is on the southeast side, away from a rock that lies in the middle of the anchorage. The entire cove is quite sheltered with only the odd weak gust disturbing the serenity. We have been secure here when Egg Island was reporting a gale, but within Murray Labyrinth only the treetops moved. There is little current running through the anchorage and holding is very good in sticky mud and sand.

This has been a favourite anchorage of ours for many years and we linger here as long as possible. The area immediately south of Cape Caution ▶



➤ Peaceful and pristine, Murray Labyrinth is worth the challenge of navigating your way inside.

TOP: DUART SNOW; BOTTOM: OCEAN CRUISE GUIDES

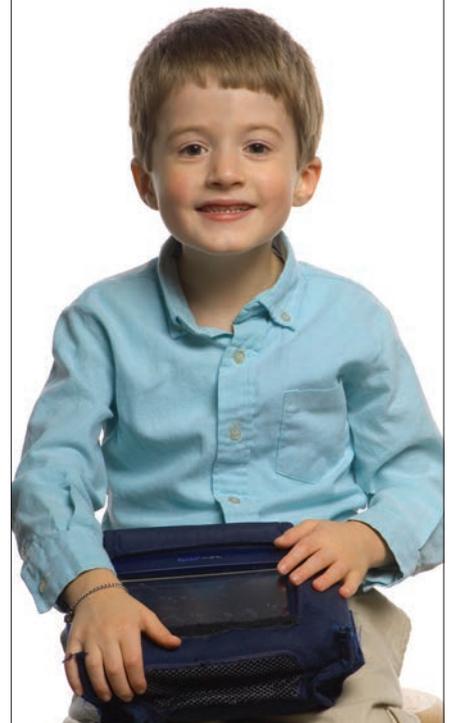


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Location, location: Saturna's Lighthouse Pub boasts a stunning sunset view of southern Gulf Island waters.

**↑ WATERFRONT PUB: THE LIGHTHOUSE, SATURNA ISLAND**  
By Cherie Thiessen

is often very quiet as most cruisers focus on getting around the cape and overlook these beautiful islands at the entrance to Seymour Inlet. This is utopia for those who enjoy puttering about in the dinghy, with miles of shoreline, numerous little passages and dozens of islets to explore. Local wildlife we've seen has included killer whales (a little further north around the corner from Skull Cove), humpback whales (south of McEwan Rock), seals, kingfishers, red-throated loons and various sea ducks.

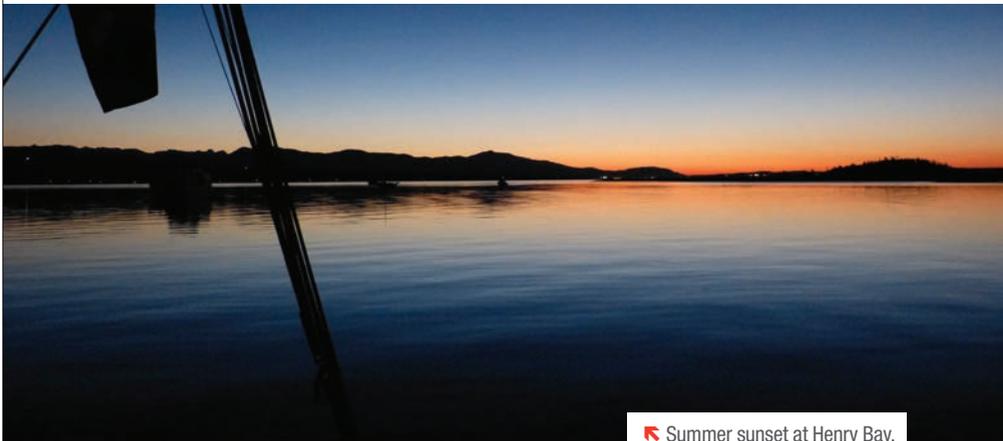
**Honourable Mentions:** Fury Island, Booker Lagoon

*Read more about Murray Labyrinth and hundreds of other anchorages in the new Second Edition of 'Best Anchorages of the Inside Passage' by William Kelly and Anne Vipond, available this fall. This new edition covers anchorages and ports from Victoria to beyond Cape Caution. Bill and Anne have been writing about cruising and anchorages along the BC coast for more than 30 years.*

Like a port in a storm, a pub at the end of the day's cruise is a good thing indeed. To rate highly with this skipper and crew, a pub has to meet exacting standards: great views and ambiance, friendly service, tasty grub at popular prices, and a bevy of brews and house wine selections. After an evening spent sampling local grains and grapes, we are not into hauling up anchor and going in search of a lee shore, so proximity to the anchorage is also way up there.

There's usually space for our C&C 25 to snug up at the 200' CRD Small Craft Harbours dock at Lyall Harbour, where the Lighthouse beams out its welcome. Failing that, we can always find anchorage in the harbour, tucked around Saturna Point where we are sheltered from all but northwest winds.

A new deck added last year has doubled the pub's views of sunsets and the ferries coming and going in



Summer sunset at Henry Bay.

TOP: CHERIE THIESSEN; BOTTOM: DUART SNOW

Plumper Sound. If we were any closer to the action we'd be walking on water.

The friendly staff love to share their island's charms with visitors, resulting in good pub vibes. Lighthouse nachos are legendary as is the sockeye salmon on sourdough. Named after the Victoria brewery, the pub pumps out lots of popular suds like Tasman Pale Ale and Keepers Stout. It's also where the locals hang out and that always adds to the fun.

**Honorable Mentions:** Springwater Lodge, Mayne Island; Dinghy Dock Pub, Protection Island; Port Browning Pub, North Pender Island

*Cherie Thiessen is a longtime Pender Island resident who has enjoyed boating on the West Coast and in the Gulf Islands for almost a half-century. She and her partner cruise in a C&C 25 that they find perfectly adequate, never having been infected with "two-foot-it is."*

☛ **SUNSET:  
HENRY BAY, DENMAN ISLAND**

By Duart Snow

Last August's hot spell was at its peak when we slipped into this expansive bay at the north end of Baynes Sound, on our way north of Desolation Sound. And if winter hadn't intervened we might still be there! The sun beat down on the bay and the beach, the heat lay trapped in the bowl between Denman and Vancouver islands, and our only recourse was to pop frosty ones and tumble into the cool water...time after time. Henry Bay felt almost tropical and unlike almost anywhere else on the coast. No wonder it's a favourite with folks from nearby Comox and Courtenay.

At the end of each day, evening brought relief from the heat and a starry show in the cloudless sky – but not before a pink sunset over the Comox Valley promised yet another delicious day of clear skies, hot sun and beach time. So Henry Bay earns *Thea's* nod for her favourite sunset... and possibly her new favourite summer hangout as well!

**Honourable Mentions:** Sidney Spit, anywhere in Haida Gwaii.



☛ Cherie Thiessen tests the waters at Tent Island.

☛ **SWIMMING HOLE:  
TENT ISLAND**

By Cherie Thiessen

For me, one of the glories of a West Coast summer is that sea dip on a hot day, ideally while at anchor. Anyone who has ever cruised in the Gulf Islands knows how brutally cold their waters can be, so the trick is to know where to find the warmest waters. Teenie Tent Island, in Stuart Channel off the southeast tip of Penelakut Island, is such a place. We anchor at its southern end in about nine feet of water. One reason for the water's warmth is its shallowness, so stay well

out and don't be caught by a falling tide. The anchorage is usually sheltered in summer, with only occasional westerlies or wakes from passing craft.

In addition to its warm water, convenient location, ease of anchoring and the sandy beach, the nearby lagoon boasts bathtub-like temperatures.

Tent Island was managed as a provincial park until the mid-'70s when management was transferred to the Penelakut First Nation, so those going ashore or wishing to pitch tents should contact the band office at 250-246-2321.

**Honorable Mentions:** Saturna Beach, Breezy Bay; Bennett Bay, Mayne Island. ■

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🔪 Brenda and Wendell Wilkinson stand proudly on the side deck of their magnificent 1969 Chris-Craft 47 Commander.

# Brenda and Wendell Wilkinson's 1969 CHRIS-CRAFT COMMANDER 47

A LABOUR OF LOVE AND A LOVE OF LABOUR MAKES FOR THE PROJECT OF A LIFETIME

Story and Photos by Andy Adams

**P**ERHAPS THE BIGGEST challenge in writing this article is that few of our readers will be able to remember what a 1969 Chris-Craft Commander 47 actually looked like, especially inside.

First, it was a rare boat. Back in 1969, a 47 was a real yacht and you had to be a captain of industry, or heir to something impressive to buy one of these. Next, the engines and running gear in 1969 were dramatically different from the latest and greatest models available today and that dictated a hull design that had to be significantly different as well.

Express cruisers are the norm these days and we've seen some fabulous elegant express cruisers from Sea Ray, Marquis, Cruisers Yachts and other major builders offering boats in the 50 foot range. Some of these are impressively fast, have gorgeous lines and luxurious accommodations to suit today's wealthy boating couples, but the old Chris-Craft Commander 47 has "family" space.

We were lucky enough to get re-prints of the original Commander 47 brochures (see sidebar) and the first specification listed was, "Sleeps 6-8".

This was a floating vacation home, not a style statement. On the other hand, we still think this is a great looking boat even in today's world, although the original interior would not be up to modern standards.

On a 1969 Chris-Craft Commander 47, the original factory interior featured lots of Arborite and plastic instead of wood, a 1960s color scheme of course, and some decorating choices that we would laugh at today.

But once on board, the design and layout of this boat really stops you dead in your tracks. There's generous standing headroom everywhere, numerous separate living areas, and an aft master stateroom with en suite head that exceeds anything I can think of on a new boat under 56 or 58 feet. Where did they find all this room?!!

The 1969 Chris-Craft Commander 47 is a simply outstanding boat and one that's well worth saving. And, that is really where the story starts.

Out of the blue, my phone rang and it was a Canadian Yachting reader who called to say that he had restored an old Chris-Craft and his friends thought Canadian Yachting should write an article about it.

We are always interested in knowing what our readers are doing, but taking

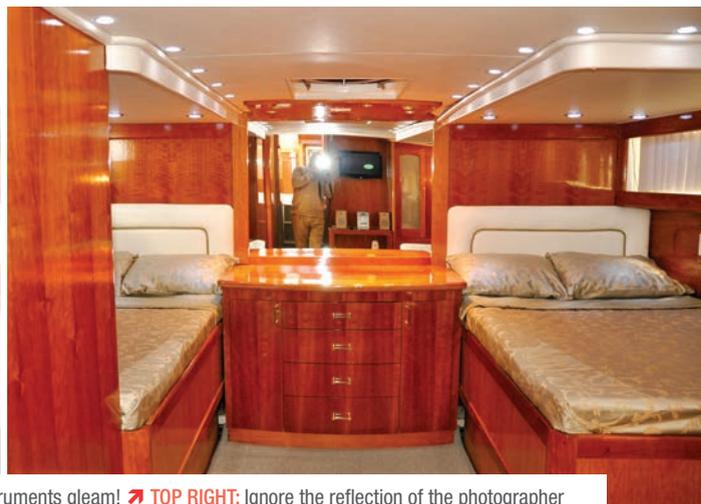
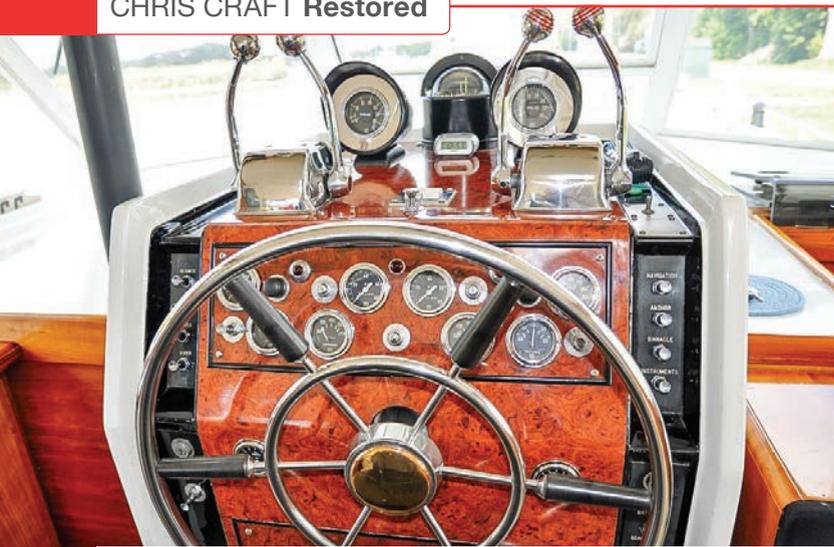
the time to travel to see an older boat can be difficult to schedule. It's harder still to say when the editorial plan will have an opening where we could publish this kind of a story, assuming the boat was really a suitable subject in the first place. On the phone though, this was obviously a knowledgeable owner and when he said it was a 1969 Chris-Craft Commander 47 I knew he had a special boat. The best part was that the boat and owner were not too far away and I was able to schedule a visit last fall.

I was not prepared for what I found. What makes this boat absolutely stunning is the solid cherry wood interior. ▶

## BROCHURE



This is a scanned image from the original Chris-Craft brochures. Electronic versions of these and thousands of other boat models are available through [www.OldBoatBrochures.com](http://www.OldBoatBrochures.com)



↑ **TOP LEFT:** The Wilkinsons refurbished but did not alter the excellent original helm. All instruments gleam! ↗ **TOP RIGHT:** Ignore the reflection of the photographer in the mirror! The totally redone aft master stateroom includes two double berths, a big dresser, loads of storage space, flatscreen television and far more. ↙ **BOTTOM LEFT:** Corian countertop, built-in microwave, flat top cooking surface with clear glass backsplash—no 1969 Chris-Craft ever looked like this! ↓ **BOTTOM CENTER:** This is the view of the flying bridge helm under the new canvas Bimini top. ↘ **BOTTOM RIGHT:** Brenda and Wendell Wilkinson don't fix up old stuff; they are 'tinkerers'.



I guess I was expecting something between a restored boat and one that was “fixed-up”. Brenda and Wendell Wilkinson patiently explained that fixing things is not what they do.

The Wilkinson history is that Brenda and Wendell have always been what they called “tinkerers”, working on projects like restoring antique cars including the 1967 Mustang they still own.

Wendell used to work for the former clothing company, Dylex in the Tip Top Tailors building on Lakeshore Boulevard in Toronto and on his lunch, he would go for a walk along the lakeshore where he saw people going by in their boats. The idea of owning a boat became more and more appealing and eventually, Wendell talked his wife Brenda into trying it out.

First, they bought a 1982 Sea Ray Sundancer.

The Sea Ray provided a lot of pleasure and their interest in boating grew. Then one day, Wendell saw a 36 foot Trojan advertised in the Buy & Sell for sale by the bank. It was in Lefroy on Lake Simcoe. They jumped on the opportunity to buy it even though they

still had their Sea Ray.

They reupholstered the Trojan and removed the flying bridge that had been added by the previous owners, getting a handsome new canvas top made for the boat.

They always sailed out of Ontario Place but they lived in Whitby. One day one of their friends who was visiting Whitby asked to see their boat, when he did he insisted on buying it on the spot. Wendell said the boat wasn't for sale and the friend said everything is for sale at a price. The price was right and Wendell told us that ended their boating for the next four years!

At that same time, they heard about the Chris-Craft which was on land in Whitby not far from where they lived.

The previous owner had stored it for a number of years due to failing health. They got his name and called him for four consecutive years trying to persuade him to sell it. Finally, he reluctantly agreed to part with his ‘pride and joy’ and the Wilkinsons got their treasure.

Now the real story starts! The next step was a decade of hard work!

Wendell stopped me there—it was fun he said. The love of labour is a lot

of what they enjoyed best.

And, they don't fix up old stuff. The point is that they really like redesigning and remodeling things. So, today, their 1969 Chris-Craft Commander 47 looks original but it is really custom from stem to stern.

Back in 1969, Chris-Craft simply didn't know when to stop layering in fiberglass and this hull is extremely thick; Wendell says it's bullet-proof!

So are the original Detroit Diesel Allison 8V53 engines. These are naturally aspirated 2-stroke V8s that were originally developed for military use in Sherman tanks. After probably 20 years without use, these fresh-water engines are still ready to run.

Chrome was re-done, stainless rails modernized and replaced, the gel coat carefully sanded and refinished with DuPont Imron paint and almost every other part was refurbished or skillfully modified.

They created a new lower bridge enclosure, making it out of aluminum. When it was complete, it snapped down right over the original rails. The Wilkinsons then glassed it in and made curved side windows that were



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Here the Wilkinsons are standing beside their fully restored and greatly improved 1969 Chris-Craft.



molded over what's called "wiggle" board. These complicated curved pieces were made in Toronto and the end result is an air conditioned, enclosed lower bridge with an ultra-leather setee all the way across the 15 foot beam!

They chose to do diamond tufted back rests to visually take the boat back to its proper era. It looks stock but no other 1969 Chris-Craft Commander 47 had this treatment.

The main event is the full cherrywood interior. Stretched out over all those years, the Wilkinsons kept ordering more and more cherry to the point where the lumber yard started calling Wendell, Mr. Cherry! He doesn't want to think about what it cost but even top boats today, use mainly veneered panels. This boat has a solid cherrywood interior with furniture quality construction, stem to stern.

As long as they were using materials like the cherry, Wendell though they might as well go with burlled maple table tops, berber carpets, solid surface galley counters and gold-plated fixtures in the heads!

Stretched out over a decade of both labour and love, it must have all seemed reasonable. Brenda and Wendell's two sons, daughter-in-law and now two grandchildren, Sasha and Connor, have all had a hand in the project.

It's really complete now and the boat is where they love to entertain. After all the money

spent on the other parts, Wendell laughed the hardest when he admitted that the sound system was probably the most expensive part of the boat! A total of two 4-channel power amps, two subwoofers and speakers everywhere bring their favourite music to life on board this 1969 Chris-Craft Commander 47—their labour of love.

It's an inspiration. ■



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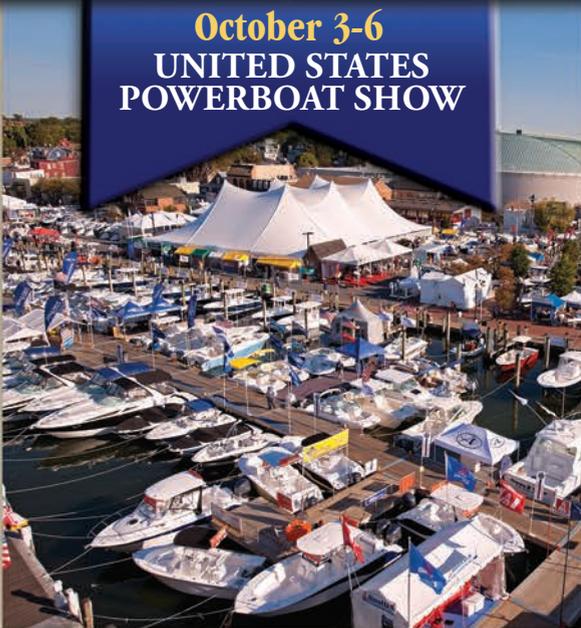
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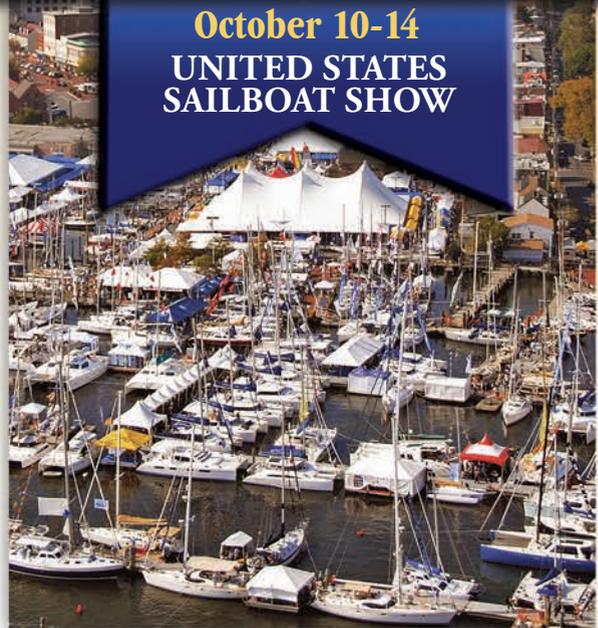
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Beneteau has done it again with the new 55, well designed for very comfortable cruising and with the various configurations it can meet any Skipper's or family's requirements.



# Beneteau Oceanis 55

By John Armstrong

**T**HE BENETEAU OCEANIS 55 was unveiled at the Paris Boat Show in December 2012. We had the pleasure of sailing the Oceanis 55 immediately following the North American debut at Strictly Sail—the Miami Boat Show in February.

Conceived by Berret Racoupeau Yacht Design with its interior by Nauta Design, this is an elegant vessel, with modern clean lines. It is bright, spacious and comfortable. At 55 feet LOA, 1431 square feet of main and jib and 36800 lbs of displacement this is a lot of boat; a lot of boat that was designed to be sailed comfortably by cruisers.

What immediately struck us getting on board was the clear deck space. All lines are led through covered channels. There are no coach top lines or winches. All surfaces are clear and lines are led aft to the rear of the cockpit. All sheets, halyards, and travelers and furling lines lead to just forward of the twin helm stations. Electric primary winches are positioned inboard (close to the centerline) keeping most of the trimming comfortably and safely in the middle of the cockpit. Secondary winches are located outboard but still easily within reach of the helmsperson if sailing shorthanded.

Full instrumentation at each helm station provides easy and immediate access to information. The mast is set back and the main and 105 %Genoa are almost equal in size to provide better balance and performance to the boat. The composite arch provides boom-end sheeting for superior control of the main while keeping the main traveler out of the way of the cockpit. The hull is designed with its chine carried fully aft to improve stability. The twin rudders provide superior steering response compared to a single rudder even at a moderate heel. Our boat had in-mast main furling and genoa furling. Deploying sails, as opposed to raising them, was an easy one person job. We sailed the very shallow draft (4'9") version of the Oceanis 55 in 15 knots of breeze and 5-8' seas in

## FULL SPECIFICATIONS

LOA:	16,78 m - 55'1"
Hull length:	15,99 m - 52'6"
Length waterline:	15,16 m - 49'3"
Hull beam:	4,96 m - 16'3"
Light displacement:	16 700 kg / 36,807 Lbs
Ballast weight:	5 298 - 4 390 - 4 960 kg / 11,677 - 10 932 - 9,676 Lbs
Draft:	1,45 - 1,80 - 2,20 M / 4'9" - 5'11" - 7'3"
Fuel tank capacity:	400(S) + 200(O) L / 106(S) + 53(O) Gal
Fresh water capacity:	694(S) + 324(O) L / 183(S) + 86(O) Gal
Max Engine Power:	SD 75CV - SD 75HP
Interior design:	Nauta Design

↳ The cockpit like the rest of this magnificent boat is very practical and functional.



absolute comfort at 10 degrees of heel with about 25% of our genoa furled and a full main. We effortlessly sailed in those seas at about 8 to 9 knots. This boat was designed for cruising and the shallow draft allows this Oceanis 55 to go where boats 20 shorter can venture but the average 50 footer cannot. The shallow waters of the Bahamas or some parts of the North Channel of Georgian Bay are easily accessible for this vessel. Lower water levels on the Great Lakes are now a lesser concern.

Comfort is the hallmark of the Oceanis 55. On deck there is a large roomy cockpit with plenty of seating. On deck sun beds, cockpit cushion and backs make lounging comfortable. The centre foldout cockpit table includes

storage and a cool box. The transom and helm seat combine using an electric lift system to form a water level platform with a very useable bathing ladder. Wide decks and the shrouds positioned outboard to the rail allow for ease of mobility on deck. A sail locker forward keeps the forward cabin uncluttered, clean and dry.

If the topside were impressive the interior has wow factor. The clean lines of the cabinetry, extensive use of mahogany including, carefully placed mirrors, white cushions, and hatches, coach top lights and large fixed hull ports produce a bright, spacious and warm feel. Salon headroom is 6'6". For layout selection there are several options; choose from 3 cabin 2 toilet,

3 cabin 3 toilet, 4 cabin 4 toilet, and 4 cabin 3 toilet + forepeak crew berth layouts. The charter market is a definite target for the Oceanis 55. Our Oceanis 55 was a 3-cabin layout with 2 toilets. The two aft cabins each were complete with double beds, cupboards, shelves and a hanging locker. Both have large fixed hull ports and opening deck and cockpit hatches. Next forward to Starboard is a toilet with ample space with a separate shower. To port is the u-shaped galley equipped with a microwave, 2 burner stove / oven, ice box and fridge, Kerrock countertop and moulded sink, and lots of storage space. The main salon area has a 2 seat settee to port and outboard of that a hidden 32" flat screen TV. To starboard is the salon table with u-shaped seating. The aft section of the U pivots to provide seating for the adjacent Navigation table. Optionally this salon table can be equipped to be another double berth. The Hull and coach top side lights along with two deck hatches provide exceptional natural light into the salon. Our layout included an optional wine cooler forward of the port settee.

Finally to the forward stateroom as a description of the cabin really does not do it justice. Beneteau has moved the forward berth aft by placing the sail locker / crew cabin in the forepeak. This allows the traditional V-berth to have far more width. Gone is the V. The hexagonal island berth is 6'11" by 6', no more playing early morning footsy with your partner. The fore washroom and toilet are fully contained within this stateroom. To port is the toilet and a basin with Kerrock counter. To starboard is another basin and a fully enclosed shower. Storage is plentiful in upper and lower cupboards, hanger closets and a 4 drawer chest of drawers. The top of the chest of drawers incorporates a sliding top to act as a dressing table or desk with both a power socket and a mirror. The removable seat has a floor fixing mechanism when under way. Natural light is again provided through fixed hull ports, coach roof lights and 2 flush deck hatches.

Whether a couple, a family, or a charter group, this boat will allow you to enjoy your time on the water in comfort and style. The Beneteau Oceanis 55 has been designed for comfortable cruising. ■



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# Regal 46 Sport Coupe with Volvo IPS 500

PENTHOUSE LUXURY WITH CONVENIENCE

By Andy Adams

**R**EGAL IS A FRONT RUNNER in the new style of sport coupe cruisers. Instead of the old-style of express cruisers that were essentially open cockpit boats with cabin space below and only canvas above, the Regal 46 Sport Coupe has a fully glassed in bridge deck under a particularly big electrically retracting sunroof.

Press the button and the Regal 46 sunroof literally opens up as much of the bridge deck as is structurally possible leaving just the outside 10 inches to support the side glass. There's also a swing open center section in the windshield, a pair of sliding side windshield windows and then a multi-section aft cabin bulkhead that is also all glass in heavy, handsome stainless steel framing, allowing you to virtually open up the boat almost like it was a runabout.

The big attraction of this design is convenience. There's no canvas to unzip, rollup or store. You come on board the boat, unlock back door, slide it open, open the roof and you're ready

to go. Nothing to stow when you're back in port either.

Also consider that in many areas of North America this past summer, we broke all-time records for sun and great weather. It was so hot that being onboard a canvas covered boat was like sitting in a sauna. The 46 Regal Sport Coupe allows you to close everything up and blast the air-conditioning to stay cool and comfortable for your vacation onboard.

The latest design thinking is spread all through this boat, starting at the transom.

The swim platform is quite large with transom gates and walk-throughs on port and starboard. Across the center is an enormous bench seat and the backrest swings forward to turn into an aft facing sun lounge. Underneath this is a substantial storage area accessible both from the swim platform and on top.

A very innovative idea that Regal came up with is a movable corner seat. Depending on where you normally moor your boat, you can place the corner seat away from the side you want to walk through. You can also remove the seat entirely.

High-style lines and the full glass enclosure give Regal's 46SC penthouse luxury with convenience.

## SPECIFICATIONS

Test boat engines: Twin Volvo Penta IPS 500, D6-370D-E, 336 ci inline 6 cylinder diesels with twin overhead cams, four valves per cylinder, common rail injection, turbo charged and aftercooled, 370 hp each, IPS drives.

ENGINE RPM	SPEED MPH
Idle	3.6
1000	6.2
1500	8.8
2000	10.0
2200	11.4
2400	15.0
2600	18.6
2800	24.1
3000	27.6
3200	31.3
3400	34.2
3630	37.3 Max

**CRUISING SPEED rpm / mph**  
3,000 / 27.6

## SPECIFICATIONS

LENGTH: . . . . . 46' / 14.02 m  
BEAM: . . . . . 14' / 4.27 m  
WEIGHT: . . . . . 25,300 lbs / 11475 kg  
FUEL CAPACITY: . . . . . 328 gal / 1241 L  
WATER CAPACITY: . . . . . 101 gal / 382 L  
WASTE CAPACITY: . . . . . 48 gal / 181 L

## PRICE:

Base Boat MSRP . . . . . \$848,333

Test boat provided by and price quoted by: Crates Lake Country Boats, [www.crateslake-countryboats.com](http://www.crateslake-countryboats.com)

Performance data by: Regal Boats, [www.regalboats.com](http://www.regalboats.com) and Volvo Penta [www.volvopenta.com](http://www.volvopenta.com).

All the other seats in the cockpit have storage underneath. Other convenience items include remote controls for the audio system, a transom shower, speakers and overhead lights on the cabin roof overhang.

The hardware on the sliding glass bulkhead door is very handsome and it opens to invite you into the bridge. It's all on the same level and right inside the cabin door is what we'll call the upper galley with drink holders, a sink under a counter cover, another cover that reveals an optional Kenyon electric grill and below that, our test boat had a Vitrifrigo refrigerator and icemaker. An enormous air-conditioning outlet there circulates cool air all around the cabin. Directly above the upper galley is an optional electrically operated swing down flatscreen television and at night, everybody can relax around the port side L-shaped companion seat to watch a movie or TV.

We like the molded in steps up to a very large walk-through area for the windshield across the huge dashboard. There's a big bin on the companion side for charts and small items.

The helm is to starboard and Regal has really outdone themselves with an electrically adjustable helm seat that slides fore and aft and also up and down. Then, it has a flip-up bolster for standing or leaning and a special teak platform that swings down raising the floor level an additional four or five inches higher for better vision. On top of that, there are two different foot rest levels and the beautiful wood rimmed steering wheel is on a tilting mechanism. Everyone can get comfortable driving this boat!

The joystick docking controls for the Volvo IPS drives are right there by the captain's right hand and the Volvo drive by wire controls are beautifully designed for comfortable running.

Our test boat was well equipped with a pair of Garmin GPS Map 7212 screens, a repeater, VHF radio and the latest Fusion stereo system. Regal also includes analog gauges for guys like me who prefer to read a tach needle or the fuel levels.

Down below, Regal's designers have done a stunning job. It's four steps down to the saloon and they've made the area very open for a spacious feeling. Large hullside windows on both port and starboard allow natural light in to give the cabin an open feel.

On the port side, is an L-shaped multi-function settee while opposite is a very flowing galley with double door Isotherm refrigerator / freezer, a very clever rollout drawer for dishes, space for coffee makers, a Contoure convection grill microwave, three drawers for cutlery and pots and pans as well as several lockers including one with an enormous trash bin. The test boat had an absolutely gorgeous Amtico floor.

The interior cabinetry is done in a high-gloss finish and it feels great to the touch while giving it that kind of penthouse nighttime sparkle.

The forward stateroom has a shaped queen berth with two big drawers underneath and the mattress lifts revealing bin storage for the various removable tables.

Around the perimeter are overhead storage lockers as well as port and starboard hanging lockers with cedar lining and there is a private head off the master as well as the now requisite entertainment system and flatscreen TV.

The master head is particularly nice. A liberal use of mirrors gives it an especially spacious feeling while the opening porthole and deck hatches provide light and flow-through

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## POWER REVIEW: Regal 46 Sport Coupe



➤ This wide-angle view of the bridge deck shows the huge sunroof, galley unit and luxurious seating.

➤ The penthouse luxury in the cabin area has convenience too with a big expanse of galley counter, glorious cabinetry and bright side glass.

ventilation. Hinged acrylic panels give you an enclosed shower stall without losing any feeling of light or space. A Tecma MSD is included.

This boat also has an aft cabin with two single berths and a filler cushion to make it a queen. This has its own separate head as well as a separate dressing table vanity. Beside that is a cabinet with two big storage bins and doors that open to reveal an optional Splendide combination washer and dryer.

All this elegance is even more impressive thanks to the strong performance. The twin Volvo IPS 500s fire

up quickly and settle down to a quiet smoke-free idle. The joystick docking lets you pull gracefully away from your slip even in windy conditions and it's easy to make the boat pivot or maneuver in any direction using the joystick.

Out in the open water, it accelerates strongly although we felt it gets the bow up pretty high when planing off. Once up on plane though, the bow comes back down and the vision in all directions is excellent thanks to the huge windshields, side glass and full aft glass.

The IPS diesels love to run; very smooth and quiet. We were cruising in

the 2,800 to 3,000 RPM range travelling in the upper 20s at 1 mpg and with a top speed of 34 to 39 mph depending on load and conditions. The boat displayed a wonderful solid feel in the windy and choppy conditions on Lake Simcoe. It heels over and takes a high-speed turn without fuss and the steering is always impressively light and responsive. It's a lovely boat to drive and it can cover long distances with unexpected fuel economy for a vessel equipped the way this one is.

Stem to stern, this boat has penthouse luxury with the convenience that makes it a pleasure to use. ■

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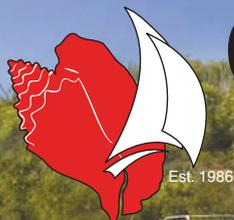
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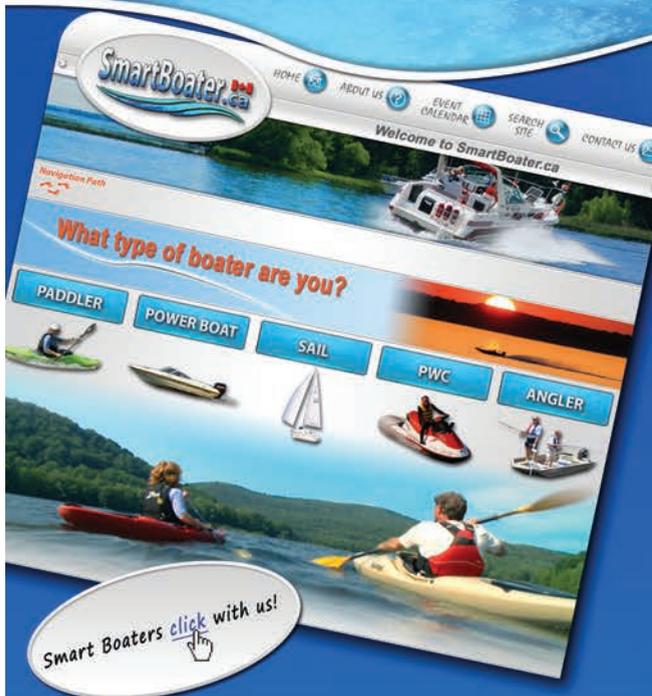
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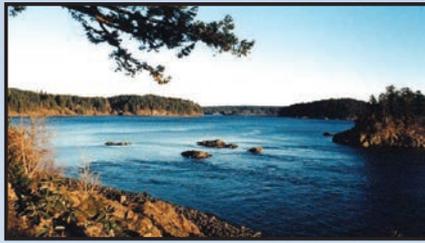
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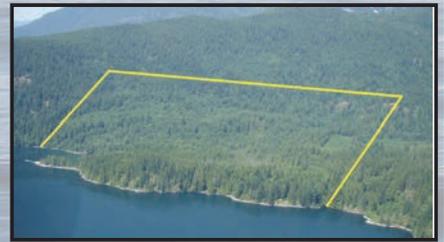
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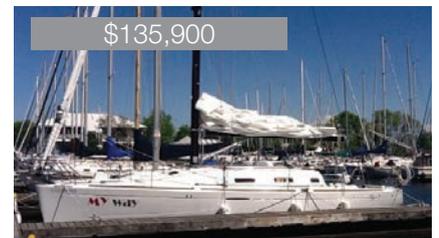
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28	Edel	1982	\$9,000
30	Express	1982	\$23,900
<del>30</del>	<del>CS (SOLD)</del>	<del>1985</del>	<del>\$41,900</del>
<del>30</del>	<del>Ticon (SOLD)</del>	<del>1983</del>	<del>\$19,900</del>
33	Mirage	1983	\$34,900
33	Nauticat (New Price)	1987	\$113,000
<del>35</del>	<del>Scorpio (SOLD)</del>	<del>1980</del>	<del>\$19,900</del>

36	Beneteau CC	2003	\$140,000
36.7	Beneteau	2006	\$122,900
36.7	Beneteau	2010	\$135,900
40	Island Packet	1994	\$198,800
43	Beneteau	1986	\$119,000
43	Beneteau	2008	\$225,000
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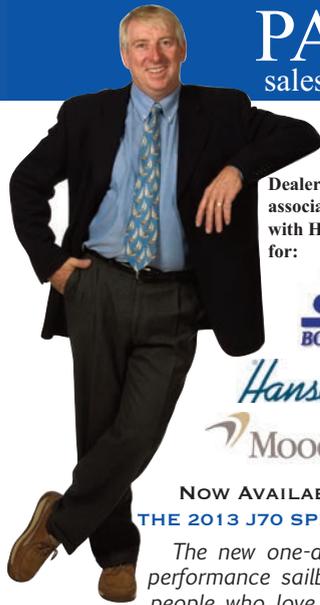
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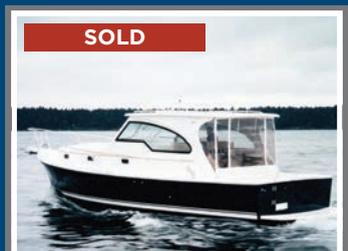
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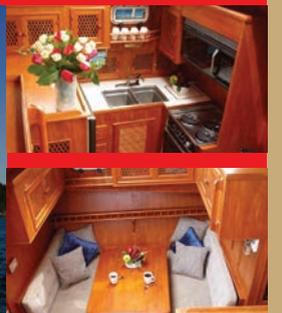


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PF3800	1971 36' Uniflite - 200 hp Detroit 6V-53 N Diesel	\$42,000
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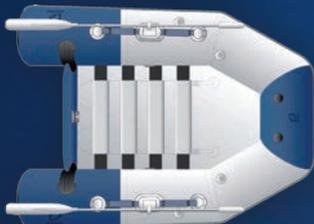
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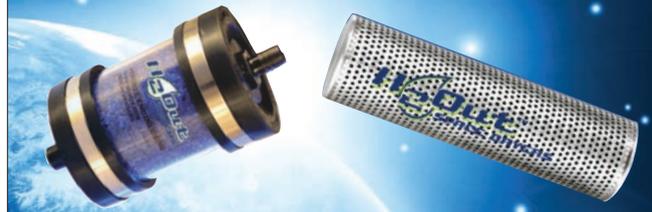
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# A Plan B SUMMER

By John Morris

**WAS A JERK** thinking that I had my summer all planned out. Here in the frozen north, since we only get six months of summer my winter is spent in anticipation. The season was supposed to go like this: a nice warm spring with dry weekends so I could get my boat prepped at a leisurely pace followed by some sunny days, great racing and fabulous cruising weekends. This autumn would be filled with fall sailing and a September of building excitement as the America's Cup approaches. What a great summer! Not so fast, Mr. Optimism.

While we watch tornados cruise through Oklahoma, in much of Canada the weather is, while not catastrophic, just plain crummy. I barely get the requisite boat work before launch and it is mid June before we have any sunny afternoons at all.

When we eventually get to do some racing, a heavy shadow emerges; Barry, a crew on the boat next slip to me goes over the side in a freaky occurrence. The early season's heavy air makes for good sailing but without warning, the spinnaker pole folds in half while he is attempting to force it away from the headstay and Barry fell backward off the bow. The only good part of this is that since he is an experienced dinghy

sailor and a great swimmer he is not shocked when he hits the water since capsizing is a fundamental of Albacore racing. Still, it takes three passes to get him back on board and as a result, the whole club wakes up to the fact that they hadn't thought about safety in some time.

Neglecting safe practices is the worst possible mistake so rousing us from that soporific state is likely another of those backhanded positive moments where everyone becomes safety conscious because of a near calamity. The result has also been a boon for marine stores as the whole racing fleet rushed to purchase PFDs, life rings and overboard poles. Totally scary. We've been talking safety ever since. That's when it dawns on me—those yellow pull tabs on the West Marine inflatable PFDs have a message for us—check yours. You'll see it printed right there—you're a jerk if you don't wear this.

They weren't nearly as fortunate, to put it very mildly, on Swedish would-be America's Cup challenger Artemis Racing's AC72 when in mid May the boat capsized and broke up leading to the death of British sailor and gold medal Olympian Andrew "Bart" Simpson. The sailing world had huge hopes for this year's America's Cup—I certainly did, as expressed on this page earlier last year. The Cup will be sailed in spectator-friendly San Francisco Bay,

the crazy cats 30-knot thrills and athletic heroes will make it fabulous to watch and North America will finally get sailing.

But don't count your chickens, bub. This horrible fatality is a low point in a series that is falling far from its goals of making sailing a mass American hit. As it has turned out, the hopelessly over-designed boats are so insanely expensive to build and operate that there are almost no participating teams still competing. With just a couple of challengers there are fewer challenger races and the whole spectacle has been significantly diluted.

The San Francisco organizers are putting on a smiley face about pushing boundaries and extreme sport, but the disheartening truth is that it hasn't developed any traction at all, even within the boating community. The AC72 catamaran is about as much like our boating experience as an F1 car resembles your Toyota. Will anyone watch or care? I was happier when the America's Cup was sailed in plodding 12-metres.

I admit it, this column has meandered all over the place. The whole thing about boating, what separates boats from bowling is its unpredictability. I thought I had the summer figured out and but virtually nothing has gone as expected. So what! For some people, boats are just part of life landscape. Call us jerks. ■



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