

CANADIAN

Yachting

DECEMBER 2013

West

Marine
Electronics

ELECTRONICS '13 HOW THE CUP WAS WON!

NEW:
Favourite
Harbours
PRIDEAUX
REMEMBERED

WINTER CRUISING

5 Essentials to Stretch Your Season
+ Louisa in White

December 2013 | \$6.95 CDN



CANADIANYACHTINGWEST.CA

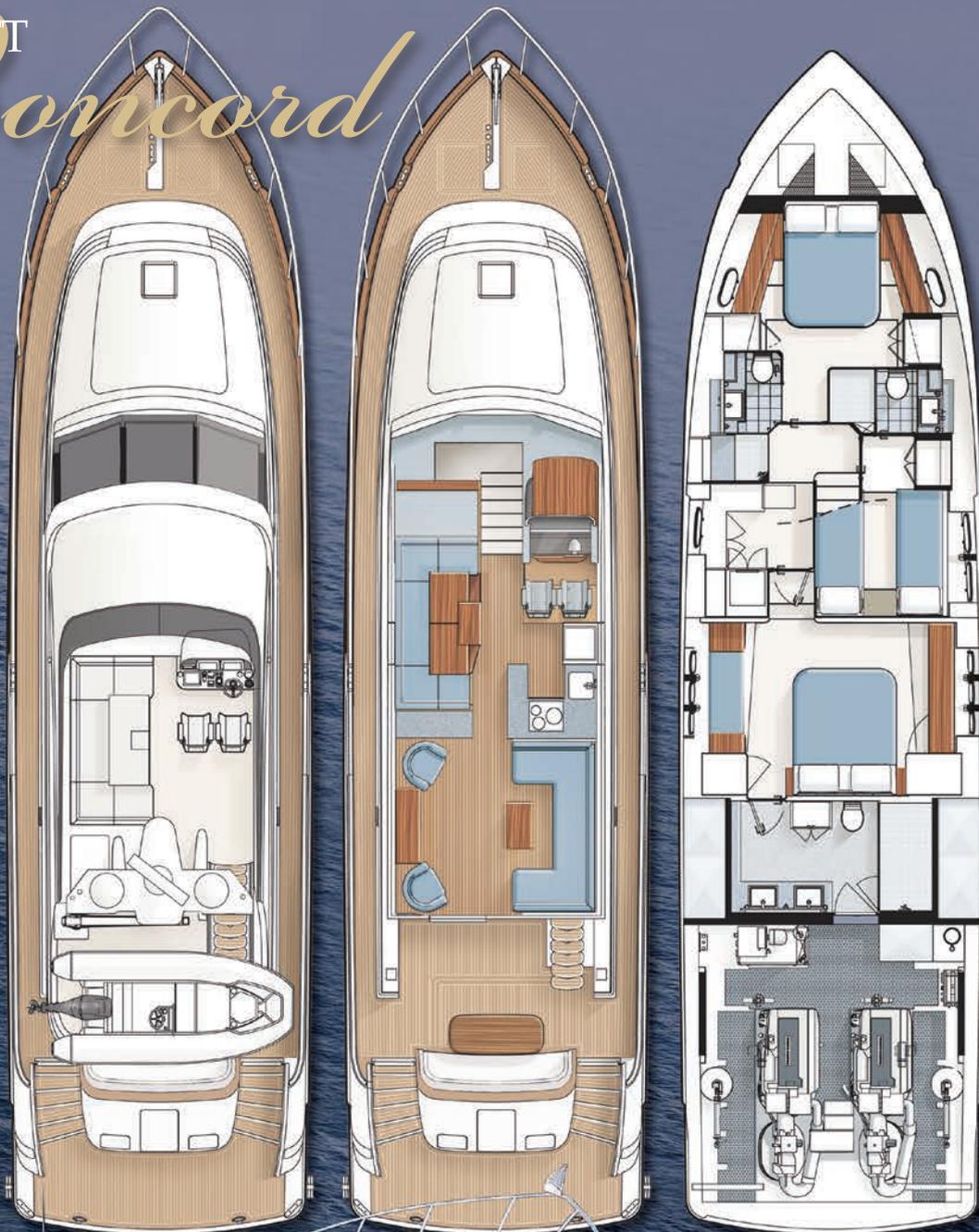
COASTAL CRAFT *65' Concord*

Coastal Craft continues to advance its reputation for superior performance cruisers with the new 65' Concord. Currently scheduled to launch in early 2014, the 65' Concord will exemplify the superior engineering sophistication and quality that has become synonymous with all Coastal Craft Yachts.

Her commercial grade welded aluminum hull is engineered for exceptional stability. With standard twin Volvo 13L, 900 HP diesel engines equipped with high performance IPS3 pods, the 65' Concord will quickly reach a top speed of over 30 knots! Augmented with the finest luxury appointments and the latest in operational technology, this new vessel embodies the term "High-Performance Luxury Yacht".

Contact Coastal Craft Yachts for more information on this new high-speed luxury yacht.

Call 604.886.3004 or visit our web-site at www.coastalcraft.com



Coastal Craft 65' Concord.
Design by Gregory C. Marshall
Naval Architect, Ltd.



COASTAL CRAFT

Semi-custom welded aluminum yachts
hand built in North America

PUBLISHER Mark Collett
250-706-0156 • markcollett@kerrwil.com

MANAGING EDITOR Andy Adams
416-574-7313 • aadams@kerrwil.com

EDITOR Canadian Yachting West Duart Snow
778-998-4618 • duartsnow@kerrwil.com

ASSISTANT EDITOR Terri Hodgson
705-527-7666 • thodgson@kerrwil.com

ART DIRECTOR Petra Dueck
pdueck@kerrwil.com

PRODUCTION MANAGER Doug Blessin
778-284-1067 • dougblessin@kerrwil.com

WEBMASTER Rory Green
me@rorygreen.ca

CONTRIBUTORS Andy Adams, John Armstrong, Mark Bunzel, Alex Gadamer, Brian Genge, Jennifer Harker, William Kelly, John Morris, Lorne Spence.

ADVERTISING
Greg Nicoll
416-620-9373 • gnicoll@kerrwil.com
John Armstrong
289-962-1310 • johnarmstrong@kerrwil.com

John Avdic
604-312-0078 • johnavdic@kerrwil.com

Ian Gilson
905-719-5152 • igilson@kerrwil.com

Mary Nicoll
905-535-2866 • mnicoll@kerrwil.com

Lynn Lortie
705-527-9873 • lynnlortie@kerrwil.com

CIRCULATION
Elissa Campbell
705-527-7666 • elissacampbell@kerrwil.com

ACCOUNTING Eleanor Campbell
705-527-7666 • eleanorcampbell@kerrwil.com

Canadian Yachting and Canadian Yachting West are published by ADAstra MEDIA INC in association with KERRWIL PUBLICATIONS LIMITED.

KERRWIL
your marine market resource

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

WEST COAST OFFICE
2328 Stafford Avenue
Port Coquitlam, BC V3C6K6

PUBLISHER/COO Mark Collett
VICE PRESIDENT Greg Nicoll
CEO John Kerr
DIRECTOR Brad Marsh

Canadian Yachting is published eight times a year.

Subscription Rates: 1 year \$32.00; 2 years \$48.00
Outside Canada: 1 year US \$52.00
Prices include GST Registration #815362504RT0001

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

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

Canada

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

**Magazines
Canada**

CCAB
RPA WORLDWIDE
CONSUMER

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

Tidelines

By Duart Snow



Particular Harbours

And there's that one particular harbour
Sheltered from the wind
Where the children play on the shore each day
And all are safe within...

© Jimmy Buffett, "One Particular Harbor"

With a tip of the ol' margarita glass to Jimmy Buffett, troubadour of cruisers everywhere, we've launched a new department called THIS PARTICULAR HARBOUR. It's intended to be a place where our readers can share and celebrate their favourite harbours, destinations and hangouts. Our inaugural HARBOUR, Brian Genge's reminiscence of childhood visits to Prideaux Haven (page 17), is a perfect example of what we're interested in hearing from you. Your favourite doesn't need to be an anchorage—it can be a marina, a port, a viewpoint, even a kayaking or fishing spot. It might be a place that draws you back regularly—or that you visited once and dream of returning to. Email us your ideas at duartsnow@kerrwil.com.

CONTROVERSY IN THE COVE

Speaking of particular harbours, Squirrel Cove is a favourite of many Desolation Sound cruisers. It's roomy, undeveloped and conveniently situated along one of the major routes north via the Yuculta Rapids. But it has become the focus of a debate about development and preservation that grows messier by the day (SCUTTLEBUTT, page 10).

The Klahoose First Nation of Cortes Island, whose Tork reserve borders Squirrel Cove, has proposed a major development that involves a multi-purpose marina just inside the entrance and a major aquaculture operation in the main anchorage. The coastal boating community, led by the Council of BC Yacht Clubs, has protested that the development will dramatically alter the environment in the cove, seriously compromise it as an anchorage, restrict navigation, and threaten businesses in Squirrel Cove and Refuge Cove that have served boaters for decades. The federal government has required that the project preserve a clear navigation channel, and the province has offered a water lease for the marina (but not, so far, for the aquaculture facility). However, the buck stopped with local government, the Strathcona Regional District. After a public consultation process that included a hearing on Cortes and produced an unprecedented 1,100-page binder of comments pro and con, SRD directors voted 2-2 on the rezoning bylaw required by the project, meaning it failed. Interestingly, the vote reflected accurately the even split among those who commented, including boaters. It also means the project technically cannot proceed—a frustration for the Klahoose and a minor embarrassment for the province. The First Nation says it will proceed despite the vote, and a provincial official has told boaters' representatives the government will set aside the zoning requirement to make this happen.

The marina now seems likely to proceed. But none of the governments involved is responsible for judging its viability as a business. Any operator of a coastal marina that depends on transient traffic could tell the Klahoose that this is a marginal business with a very short season that is subject to variables like weather, fuel prices and economics. Transient marinas tend to be labours of love, not cash cows. It's also hard to see who would patronize the Squirrel Cove facility in large numbers. Members of the Seattle and Royal Vancouver yacht clubs are likely to stick to their respective Cortes Bay outstations rather than pay to berth at a marina just around the corner. Boaters put off by the changed atmosphere in the cove—as well as the controversy and name-calling—may well give the place a pass. It's possible the Klahoose simply want a bigger footprint in their traditional territory. In the name of reconciliation, it's hard to argue with that but the outcome could be the loss of a longstanding anchorage, and a legacy of acrimony and ill will. We hope the parties making the decisions here—the province, the district and the Klahoose—keep that in mind as they plan their next moves.

duartsnow@kerrwil.com ■

H27 ■ H33 ■ H37
Family Adventure Series



The Family Adventure Series of Hunter keel sailboats was designed for family fun. Built for life aboard, with kids or just by yourself, this series encompasses the heart and soul of sailing. Each model has a generous and intelligently designed interior, a B&R rig with TravelerArch[®], for clutter-free decks and cockpit area, which incidentally, makes single-handed sailing a breeze.

Whether getting in touch with your inner-pirate or just searching for the perfect, affordable, family activity everyone can enjoy.

Think family, think warm memories and think Hunter... Happy Holidays!



Life begins at 40.
Begin yours with a Hunter.

www.marlow-hunter.com



PRESTIGE 450
BE YOURSELF. BE PRESTIGE.



It all starts now.

www.prestige-yachts.com

FLYBRIDGE 550 500 **NEW 450** | EXPRESS 550S 500S **NEW 450S** | YACHTS 620 620S **NEW 720**

Even at first glance, you can see the difference. Her graceful silhouette. The ease with which she moves across the water. And all that beauty is more than just skin deep. Innovation and Prestige have always gone hand in hand. The result is a yacht with the ultimate in power, luxury and elegance ready to explore new worlds while keeping you in the lap of luxury.

PRESTIGE®
LUXURY MOTOR YACHTS

410-280-2775 CONTACT@PRESTIGE-YACHTS.COM



SPECIAL FEATURE

38

Marine Electronics 2013

- 38 What's New
- 40 Sailing Electronics Pioneered in the America's Cup
- 44 The Middle: Suites for Mid-sized Boats

Feature

19

The Wonder of Winter Cruising

Consider the advantages of off-season cruising...and glimpse Princess Louisa Inlet dressed in white.

By Mark Bunzel



19

Boat Reviews

- 48 Power: Prestige 550 Flybridge
- 51 Sail: Lagoon 39

Departments

- 3 Tidelines: Particular Harbours
- 9 Scuttlebutt: West Coast Boating News
- 17 This Particular Harbour: Prideaux Haven
- 29 Engine Room: Feathering & Folding Props
- 33 Environment: Astronomy
- 70 Crossing the Line: Tales From Two Cities

f For those who seek solitude, the off-season is truly the best time to cruise. The Desolation Sound area, usually packed with boats in July and August, may be all yours during an off-season cruise. The people who run the many small marinas and coastal shops that stay open year round will be thrilled to see you...when you stop for fuel or moorage. **”**



p. 38

p. 40

p. 17

p. 19

On the Cover: America's Cup 2013 – Technology drives Oracle's come-from-behind win.
Photo by Alex Gadamer

THREE BRILLIANT PRODUCTS ONE DEPENDABLE BRAND

ONLY ONE FAMILY GIVES YOU
EVERYTHING YOU WANT

NAVnet



NavNet vx2

- ✓ Proven track record for solid performance and reliability
- ✓ Full-size numeric keypad for easy waypoint entry
- ✓ C-Map Max chart compatibility
- ✓ 10.4" Color LCD Display
- ✓ Value priced

NavNet TZtouch

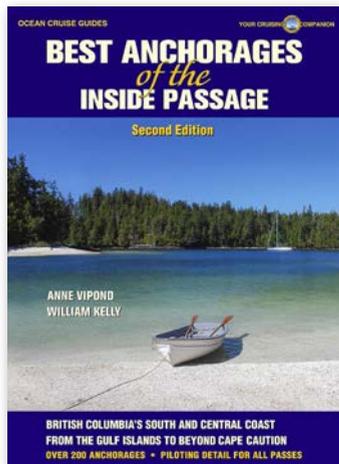
- ✓ Multi Touch display with easy-to-use interface
- ✓ FREE SmartPhone & Tablet Apps
- ✓ Dual-core Intel Sandy Bridge Processor
- ✓ 9" & 14" Color LCD Display Black Box (coming in 2013)
- ✓ Direct online updates on MFD

NavNet 3D

- ✓ Full keypad control with revolutionary RotoKey menu
- ✓ FREE U.S. NOAA Raster/Vector Charts & Satellite Photos
- ✓ 8.4" & 12.1" Color LCD Display Black Box w/Ext. Display
- ✓ Powerful 3D Chart Engine using TimeZero Technology

BOOKS ON BOATS

By Duart Snow



BEST ANCHORAGES OF THE INSIDE PASSAGE, 2ND EDITION

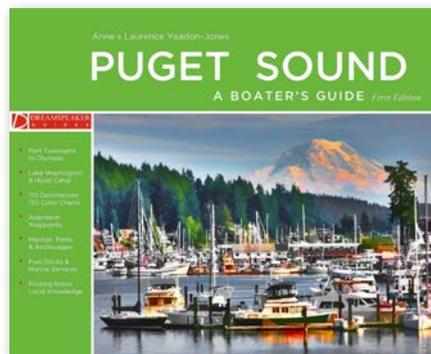
– *British Columbia's South and Central Coast From the Gulf Islands to Beyond Cape Caution* by Anne Vipond and William Kelly, \$39.95.

If exploring new anchorages is how you choose to cruise, *Best Anchorages of the Inside Passage* may already be your go-to West Coast cruising guide. And if you've joined the growing number of cruisers venturing north of Desolation Sound and Cape Caution, you'll want to pick up the latest edition of *Best Anchorages*, published this fall.

Authors Anne Vipond and William Kelly have expanded their guide to include the Central Coast waters north of Cape Caution to Bella Bella. *Best Anchorages* now offers comprehensive coverage of anchorages and waterways in Fitz Hugh Sound, Rivers Inlet, Hakai Recreation Area and Queens Sound. It also updates its coverage of the Gulf Islands, Sunshine Coast and Desolation Sound, as well as anchorages around Johnstone Strait, Blackfish Sound and the Broughton Archipelago. You'll find details here on the best beaches, hiking trails, history and native culture, anchoring tips, flora and wildlife for more than 225 anchorages.

Drawing on their 30 years' experience on the Inside Passage, Vipond and Kelly provide tested piloting tips and local knowledge for all of the tidal passes, straits and capes you will encounter as you head north, as well

as details on major ports and marinas. The guide contains more than 120 maps and over 450 colour photos and illustrations. It should make a great armchair read this winter, as you dream about next summer's destinations. www.oceancruiseguides.com/guides/best/



PUGET SOUND – A BOATER'S GUIDE

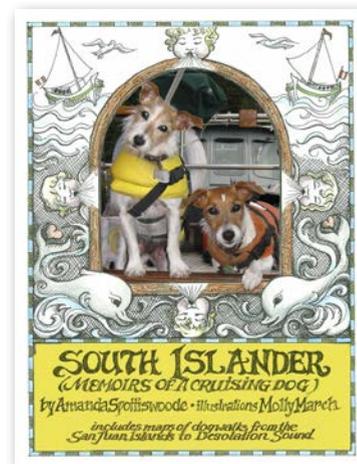
by Anne and Laurence Yeadon-Jones, \$49.95.

Canucks who have cruised in Washington State's Puget Sound will know that while it resembles our home waters, it's different in a friendly, fascinating way. This addition to the *Dreamspeaker* series of cruising guides, published this fall, is ready to help you navigate the sound's maze of waterways and discover its dozens of welcoming harbours, villages, ports, parks and marinas.

The design and content will be familiar to *Dreamspeaker* readers, with one important exception: its new horizontal format is designed to be computer tablet-friendly, a sign of the times, for sure. The authors tour through 110 destinations from Port Townsend to Olympia, including Hood Canal and Lake Washington, with 130 detailed, hand-drawn colour charts of ports, marinas and waterways, accompanied by approach waypoints and directions, anchoring recommendations, local piloting knowledge, and essentials on charts, marinas, services and local attractions. Descriptions of places to explore, shop and dine are informal and fun, and the emphasis is on discovering both well-known and little-known attractions.

Puget Sound packs tons of information into its user-friendly pages

and should make a great starting point if you'd like to explore the sound for yourself—or you need a reminder of what a welcoming destination it can be. www.dreamspeakerguides.com/Puget-Sound.html



SOUTH ISLANDER – MEMOIRS OF A CRUISING DOG

by Amanda Spottiswoode, illustrations by Molly March, \$39.99.

If you cruise with dogs—or would like to know what you're missing by not cruising with dogs—this is the book for you. In fact, *South Islander* is several books in one witty, pleasurable package. It's a memoir of 12 seasons of cruising the BC coast aboard a homebuilt wooden sailboat: the author, her husband and two Jack Russell terriers. It's an informal but informative guide to destinations and waters from the San Juans to north of Desolation Sound. Best of all for those of us who cruise with canines, it captures the lasting pleasures and occasional trials of the experience—and it closes with 31 exquisite maps by illustrator Molly March of the coast's best and most interesting places to unleash the hounds. You may already know many of the places and walks described here, but Amanda Spottiswoode's fresh, intimate take reveals them to you in a new light. The next time you load up the dog bed, leash and treats, add *South Islander* to your cruising kit. www.friesenpress.com/bookstore/title/119734000006210009 ■

SQUIRREL COVE CONTROVERSY CONTINUES



➤ Opponents of a major marina development proposed for Squirrel Cove say it will compromise the environment of the popular anchorage.

A CONTROVERSIAL MARINA development proposed for Squirrel Cove, one of Desolation Sound's most popular anchorages, is still alive despite a vote against it by the Strathcona Regional District Board.

Proposed by the Klahoose First Nation of Cortes Island, Squirrel Cove Marine Resort would include a serviced 69-berth marina (45-90' slips), 46 mooring buoys, a fuel dock, and float plane and water taxi docks in the outer portion of Squirrel Cove, and relocation of an existing shellfish aquaculture site into the central part of the cove. The boating community, led by the Council of BC Yacht Clubs, has argued that the development would reduce the anchoring area by more than half and dramatically change the environment of the cove.

After a consultation process that

included a public hearing on Cortes, where CBCYC president Sheila Boutcher and a small group of boaters spoke against the project, the SRD board split 2-2 on the rezoning bylaw required by the development, meaning it failed. But the vote brought only short-lived relief to project opponents, as it became clear the provincial government (which has approved the marina lease but not yet the aquaculture tenure) and the Klahoose are determined to press ahead despite the vote.

In a letter to the SRD, Chief James Delorme wrote that even if the rezoning application failed, the Klahoose would still proceed. And Rudi Mayser, the provincial official responsible for

lease authorizations on Crown land, has written to the SRD that its decision "has created a difficult situation and an impasse for the proponents..." Mayser requested a meeting with the SRD board that was expected to take place in October.

"There is immense pressure on the SRD from very high levels in the provincial government to either find a way to change the zoning decision or perhaps just ignore the decision and let the project go ahead as planned," says Peter Stockdill, a vocal project opponent.

www.savesquirrelcove.ca. ■

DUART SNOW



safety for professionals

The Worldwide Leader in Maritime Safety Innovation for Over 60 Years

Get Found Fast

Don't leave your dock without one



EPIRB

NEW



PLB

Visit your local dealer today

ESM Quebec Ph: 418-824-3770	Newfoundland Marine Newfoundland Ph: 709-747-2175	Sea Pro Nova Scotia Ph: 902-468-2029
Inland Liferrafts Ontario Ph: 416-207-0446	Sea Pro New Brunswick Ph: 506-633-0070	Survitec Group Western Canada Ph: 800-931-3221

www.mcmurdomarine.com

There are two Premium brands of coolers, Yeti and Engel. Long ice retention, quality throughout, heavy duty lid seals, sit on them, stand on them. They keep items cold in summer and items from freezing in winter. Many different sizes up to 320 quart. We are the Canadian Wholesalers for both these top brands. We stock 20 different sizes and up to 2,000 coolers in Edmonton. Orders are shipped throughout Canada the same day they are received.

Dealer Inquiries Welcome

MODEL	OUTSIDE	WEIGHT
20 qt. Yeti	20 x 13 3/8 x 14 3/8	16 lbs.
25 qt. Engel	20 1/2 x 14 1/4 x 13.8	18 lbs.
35 qt. Yeti	21 x 16 x 15 1/2	17 lbs.
35 qt. Engel	24.4 x 14.8 x 15.1	22 lbs.
45 qt. Yeti	25 1/2 x 16 x 15 1/2	22 lbs.
50 qt. Yeti	24 x 17 1/2 x 18	25 lbs.
65 qt. Yeti	30 1/2 x 17 3/8 x 16	27 lbs.
65 qt. Engel	29.9 x 16.8 x 16 1/2	28 lbs.
75 qt. Yeti	33 1/4 x 17 7/8 x 18	30 lbs.
80 qt. Engel	34.8 x 16.8 x 17.6	33 lbs.
105 qt. Yeti	30 1/2 x 19 1/2 x 20	33 lbs.
120 qt. Yeti	40 x 19 1/8 x 18	43 lbs.
123 qt. Engel	42 x 18.8 x 17.7	45 lbs.
125 qt. Yeti	39 7/8 x 19 x 19 3/4	47 lbs.
155 qt. Yeti	44 x 19 1/8 x 21 1/4	53 lbs.
240 qt. Engel	51.8 x 22.2 x 21	68 lbs.
250 qt. Yeti	55 x 22 x 21 1/4	77 lbs.
320 qt. Engel	62 x 22.7 x 22.1	102 lbs.

ENGEL COOLERS
BEAR RESISTANT



YETI COOLERS
BEAR RESISTANT



UK Products Canada Inc
16652-117 Avenue NW,
Edmonton, AB. T5M 3W2
Toll Free: 877-560-2350
P: 780-484-2350 F: 780-444-3989
www.underwaterkineticscanada.com

SEASPAN DONATES \$1.1 MILLION TO BC MARINE COMMUNITY



➤ Seaspan tugs and RCM-SAR rescue craft celebrate Seaspan's \$1.1 donation to local marine charitable organizations

SEASPAN, the BC Coast's major towing and ship-berthing company, has made a multi-year donation of \$1.1 million to three BC marine charitable organizations.

The Sail and Life Training Society (SALTS) will receive \$100,000 per year from 2013 to 2017, while the Vancouver Maritime Museum and Royal Canadian Marine Search and Rescue will each receive \$100,000 per year through 2015. Seaspan made the donations on behalf of the Dennis and Phyllis Washington Foundation.

"We are thrilled to be honouring three community partners that not only reflect the Washington Foundation's focus, they are also tied to the waters and rich history of B.C.'s marine industry," said Seaspan CEO Jonathan Whitworth.

The donations are the Washington foundation's first direct donation of their kind in Canada.

Based in Victoria, SALTS provides sail-training programs for young people and will use the donation to expand its bursary program, which makes it possible for young people to participate when they have limited means or face illness, injuries, physical or mental disabilities.

VMM has been a focus of local maritime history and culture for more than 50 years. "Thanks to this generosity, we will continue to do what we do best—chart the course of marine history for all British Columbians," said museum executive director Simon Robinson.

RCM-SAR, which provides volunteer support to BC's professional SAR resources, will use the funds to enhance station readiness throughout the Lower Mainland and build a new crew training facility in East Sooke. ■

SEASPAN

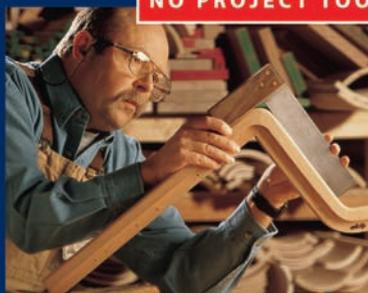
WEST BAY SONSHIP



A FULL SERVICE SHIPYARD



NO PROJECT TOO SMALL OR LARGE



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

Shipyard Service: Danny, 604-946-6226 ext. 107

Brokerage: Pierre, 604-603-9165

New Construction: Danny, 604-946-6226 ext. 107

NEW CONSTRUCTION



©West Bay Sonship

West Bay is excited to announce the sale of a Custom 65' SkyLounge MotorYacht currently under construction and slated for completion summer 2014.



West Bay SonShip Yacht Builders Ltd.

8295 River Rd., Delta, BC, Canada V4G 1B4 • E: dreams@west-bay.com • www.west-bay.com

RCM-SAR LAUNCHES NEW FAST RESPONSE CRAFT



Members of RCM-SAR Station 8 in Delta aboard their new fast-response rescue RIB, *Spirit of Delta V*.

RCM-SAR STATION 8 in Delta has launched a new Type 1 Fast-Response boat. The vessel, purchased by the Delta Marine Rescue Society with funds raised through donations and grants, will serve station 8's main area of responsibility, including Boundary Bay, the southern Strait of Georgia, and the San Juan and Gulf Islands, from its base at Point Roberts Marina.

Spirit of Delta V is a nine-metre rigid-hull inflatable powered by twin Yamaha 250-hp outboards, capable of speeds in excess of 40 knots with a range of 250 miles. It replaces an 11-year-old Titan 249XL, and is completely equipped for SAR, with state-of-the-art electronics, searchlights, night vision and extensive first-aid equipment. ■

RCM-SAR



Boat Insurance Made Easy

- ✓ "All Risk" Coverage
- ✓ Agreed Value Settlement
- ✓ Single Deductible for Hull & Machinery
- ✓ Flexible Survey Requirements
- ✓ Coverage for Southern Excursions

Added Benefits to Members of the:

- ✓ Canadian Power and Sail Squadrons
- ✓ Sea Ray Owners Club Program

Call Or Visit Us Online For A Quote Today



We care about what you care about.

1-800-268-BOAT (2628)
 marine@cowangroup.ca
www.cowangroup.ca/marine



Sun Odyssey Deck Salon

Step aboard the new 41DS and 44DS and experience the completely redesigned interiors featuring center-line aft cabin



JEANNEAU

www.jeanneau.com

info@jeanneau.com 410.280.9400

Marina Lennox / QC
info@marinalennox.com
www.marinalennox.com

Fraser Yacht Sales / BC
ian@fraseryachtsales.com
www.FraserYachtSales.com

Sunnybrook Yachts / NS
syb@eastlink.ca
www.sunnybrookyachts.com

Navy Point Marine / ON
shawn@navypointmarine.com
www.navypointmarine.com



SHOW

BOATS AFLOAT BASKS IN SUNSHINE ↓

Superb late-summer weather shone on Seattle's 35th Boats Afloat Show at South Lake Union September 11-15. Produced by the Northwest Yacht Brokers Association, Boats Afloat featured more than 200 new and brokerage power and sailboats, from 20' up to a 90' 2011 Ocean Alexander motor yacht.

www.boatsafloatshow.com



FIRST DELIVERY

LEFT: GA CHECKPOINT YAMAHA

RICK STOVER OF MISSION, BC (centre) takes delivery of his 180 Searunner—the first Hewescraft sold by GA Checkpoint Yamaha since it took on the line of rugged aluminum fishing craft—from Brendan Keys

(left) and Gordon Aulenback. A leader in aluminum boats in the Northwest and Alaska, Hewescraft of Colville, Washington offers a variety of models and option configurations in sizes from 16 to 26'. ■



WARM SOLUTIONS TO COLD BOATS

Individual comfort with safety. Espar Heater Systems keep your cabin warm and comfortable no matter what the weather. Espar offers the most comprehensive range of diesel-fired heating systems for boaters who enjoy boating 365 days a year. 7,500 - 120,000 BTU/hr. Espar ... First Class in boating comfort.

www.roton.com
604-688-2325

Roton
INDUSTRIES



1628 Duranleau St. • Granville Island • Vancouver, BC • www.roton.ca • sales@roton.ca

WTIME!



SUNNY SALES OUTLOOK ↑ PREVAILS AT CREEK SHOW

Mosquito Creek Marina's seventh annual Boat Show at the Creek, September 19-22, enjoyed three days of good weather and solid attendance before autumn rains struck on the closing Sunday. Exhibitors reported quality traffic and some sales at the show, Western Canada's largest on-water event, carrying on the positive outlook that has buoyed the coast's boat sales sector throughout 2013. The show was part of 50th anniversary celebrations for Mosquito Creek Marina, owned and operated by the Skwxwú7mesh Úxwumix (Squamish Nation).

www.mosquitocreekmarina.com

VANCOUVER INTERNATIONAL BOAT SHOW

VANCOUVER SHOW ↑ MOVES TO JANUARY

In 2014, the Vancouver International Boat Show moves up to late January to avoid conflicts with BC's new statutory holiday, Family Day, which has created a long weekend at the end of the show's usual early-February slot. The 2014 show takes place January 22-26 at BC Place and Granville Island.

JOHN AVDIC, DUART SNOW

In 2013, VIBS incorporated the inaugural Family Day Monday, February 11, in its schedule, but exhibitors reported increased costs and concerns about reduced attendance. Organizers chose the January slot to avoid conflicts with other events, and are looking at future dates before and after Family Day.

www.vancouverboatshow.ca

SEATTLE SHOW, INDOORS + AFLOAT

The 2014 Seattle Boat Show, Indoors + Afloat runs

January 24-February 2 at Century Link Field and South Lake Union. With more than 1,000 watercraft on display in its two venues, the show is the largest on the West Coast.

www.seattleboatshow.com

SUPERYACHT INDUSTRY FORUM

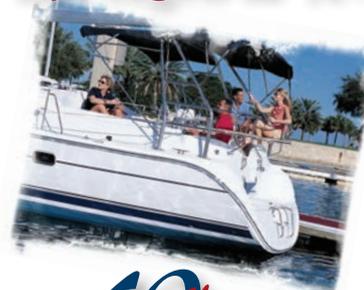
Superyachts and the Pacific Northwest yacht industry are the focus of the Pacific Yacht Industry Forum and Expo June 3-6, 2014 in Vancouver. The event, which includes a two-day conference and a three-day yacht show at Coal Harbour, aims to raise the profile of the BC and Northwest yachting industries with an international audience. The forum will provide a platform for networking, business development, discussion and debate. ■

ON THE CALENDAR

- Jan. 22-26** Vancouver International Boat Show
BC Place/Granville Island
- Jan. 24-Feb.2** Seattle Boat Show
Century Link Field/Lake Union
- May 1-4** Victoria Harbour Boat Show
Inner Harbour
- June 3-6** Pacific Yacht Industry Forum & Expo
Vancouver

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 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.

Life begins at 40.



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

True North Yachts

Mississauga, ON
866.610.1707
allan@truenorthyachts.ca

Marina Lennox

Saint-Paul-de-l'Île-aux-Noix, QC
450.246.2402
marinalennox@gmail.com

Sunnybrook Yacht Brokers

Halifax, NS
902.275.2424
syb@eastlink.ca

Specialty Yachts

Vancouver, BC
604.689.7491
lawrence@specialty-yachts.com

Quiet Waters (Trailerable Only)

Waubaushene, ON
705-538-2343
qwaters@sailboatsales.com

Schooner Yacht Sales (Trailerable Only)

Ottawa, ON
613.825.0207
schooneryachtsales@sympatico.ca

Glenmore Sailboats (Trailerable Only)

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

NOT ALL SAILING TRIPS ARE CREATED EQUAL.

When it's time to pick a destination, don't settle. Set sail. Come to the U. S. Virgin Islands for the luxury sailing excursion you've always imagined. Cruise past uninhabited islands, explore majestic coves, and enjoy the kind of relaxation only found on the deck of a private yacht.

With some of the most pristine waters in the Caribbean and waves breathtaking enough to inspire Olympic athletes to train here, there's always something to excite your imagination in the U.S. Virgin Islands.

You, unscripted.

Set sail at visitUSVI.com.

 /visitusvi
  /usvitourism



U.S. VIRGIN ISLANDS™
st CROIX st JOHN st THOMAS




©2013 U.S. Virgin Islands Department of Tourism

PHILBROOK'S BOATYARD LTD.

Experience a Higher Standard

WE

- Do It Once
- Do It Right
- Do It On Time
- Do it On Budget
- Do It All

Haulouts
 Canvas
 Mechanical
 Electrical
 Paint
 Composites
 Wood
 Metal Fabrication

We guarantee It

Toll Free 1-877-656-1157
 Phone 250-656-1157 FAX 250-656-1155
 Sidney, B.C. Canada
www.philbrooks.com • yachts@philbrooks.com

CANADIAN SERVICE AND WARRANTY PROVIDERS
FOR NORDHAWN AND SELENE



Prideaux Haven

ONE OF DESOLATION SOUND'S BEST-KNOWN ANCHORAGES
...AND A STOREHOUSE OF CRUISING MEMORIES.

By Brian Genge

ANY LIST OF THE “BEST OF THE WEST” ICONIC BOATING DESTINATIONS (CYW AUGUST 2013) SIMPLY HAS TO INCLUDE PRIDEAUX HAVEN. Indeed, many would consider this scenic anchorage in Desolation Sound one of the “Best in the World.”

Prideaux Haven, including Melanie and Laura Coves, is surrounded by numerous islands that create myriad bays and interconnecting coves that are a wonder to explore by small craft. Against the backdrop of the rugged BC coastal mountains, these islands provide excellent protection from the weather.

As a boy, I cruised with my parents every July to Desolation Sound, and we always stopped in Prideaux Haven, usually for several days. I can remember at the time reading Muriel Wylie Blanchet’s *The Curve of Time*, and while I would envision myself alongside the other kids on the little *Caprice*, with all their interesting adventures, I nevertheless appreciated the relative comfort of our sailboat.

We would spend hours swimming in Prideaux Haven’s bathtub-warm salt water—back in the 1960s there would be only a very few other boats anchored nearby. I recall the kids being tasked to

collect suitable material for our parents to build a small beach fire on which a just-caught salmon would be barbecued. And we would explore the remains of Phil’s and Mike’s homesteads and wonder just how they could have possibly survived in such a wilderness.

I now have the privilege of being able to anchor my own boat *Papalani* in Prideaux Haven some 50 years later. The area is, thankfully, protected as a provincial marine park so it should remain unspoiled forever (notwithstanding its huge popularity in the summer months). As we enjoy the anchorage in the evening today, while fond memories of the past remain, I am also creating new memories, particularly as I introduce the area for the first time to friends and family.

A third-generation boater on the BC coast, Brian Genge lives in Sidney and cruises local waters with his wife Cathy in his North Pacific trawler Papalani.

Tell us about your PARTICULAR HARBOUR: a favourite anchorage, cove or hideaway, a park, beach or marina, a fishing or paddling spot, a peaceful trail or a stunning viewpoint ... whatever inspires you to get out boating! Tell us what it means to you and why, and we’ll help you turn it into a story. Email suggestions to duartsnow@kerrwil.com. ■

✦ The author’s *Papalani* tucked away in Prideaux Haven.



IS YOUR RIG RIGHT?



Prepare for a safe season. With a comprehensive rigging inspection from the rigging professionals.

FALL/WINTER WORK LIST
(REMEMBER THE SUMMER?)
HALYARDS, LIFELINES, NEW WINCHES
WE'RE HERE FOR SERVICE WORK!

Wire, rod and composite rigging, huge rope selection, Genoa and spinnaker furling gear. Custom fabrication in stainless and aluminum
sales@pro-tech.bc.ca
604-988-3052
1629 Columbia Street
North Vancouver, BC

spinlock



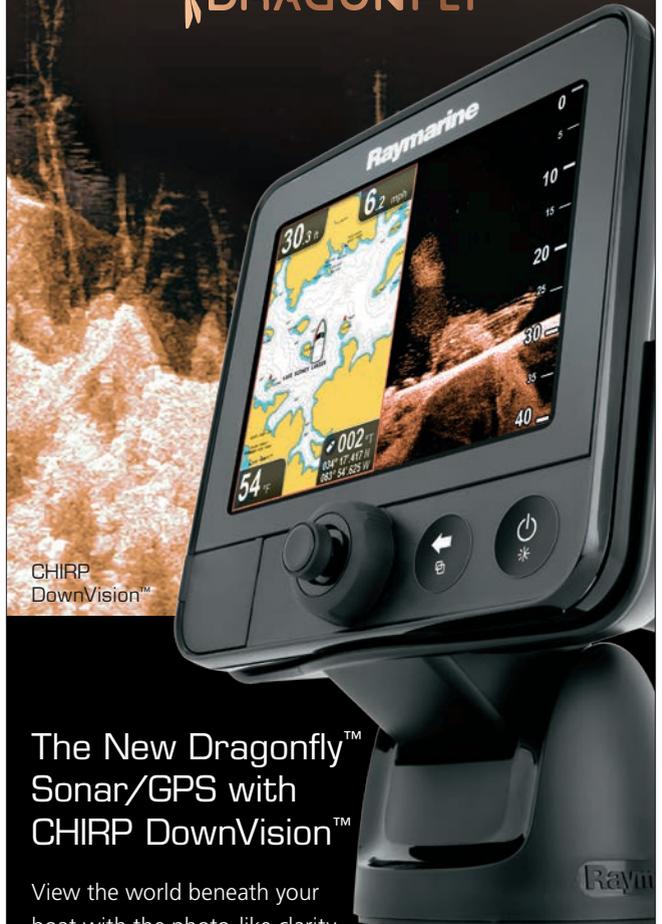
MARTIN MARINE

*VERY COMPETITIVE PRICES WITH
A GREAT SELECTION*



121 West 1st Street, North Vancouver, B.C. V7M 1B2
Phone 604-985-0911 | Toll Free 1-866-985-0911

A NEW SPECIES OF SONAR



CHIRP
DownVision™

The New Dragonfly™ Sonar/GPS with CHIRP DownVision™

View the world beneath your boat with the photo-like clarity of DownVision™ sonar, the first high-resolution imaging sonar for anglers to use CHIRP technology. Dragonfly's dual channel CHIRP technology lets you explore structure and target fish like never before.

Imagery for illustrative purposes only.

Raymarine®

Available from Your Marine Electronics Expert

Esterline

CMC Electronics

1-800-661-3983

email navcommsales@cmcelectronics.ca

www.cmcmarineelectronics.ca



The Wonder of Winter Cruising



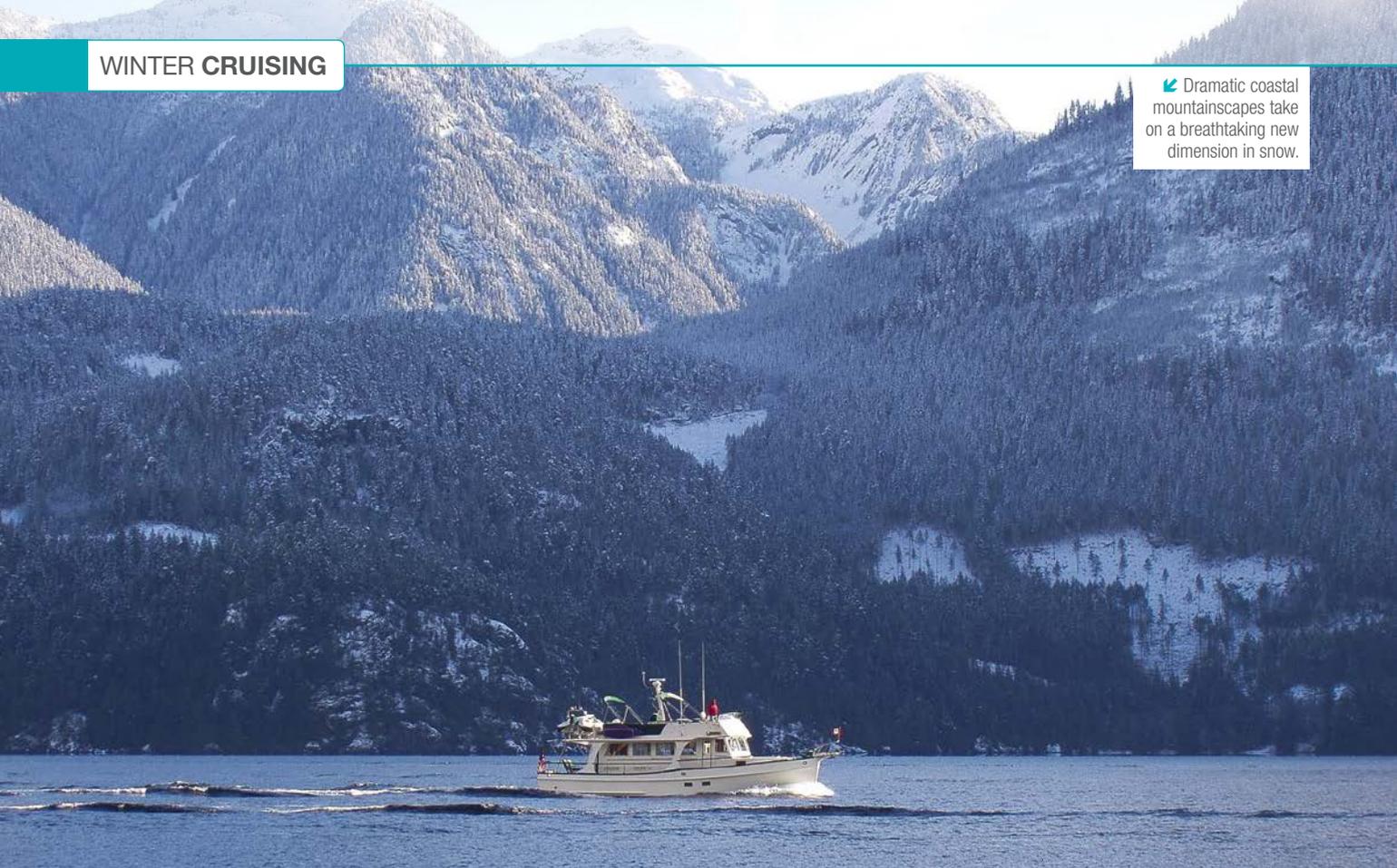
IN THE OFF-SEASON, WHEN THE CROWDS ARE GONE, EXPERIENCE FAMILIAR PASSAGES AND DESTINATIONS IN AN EXCITING NEW WAY.

Story by Mark Bunzel | Photos by Brian Pemberton

THE CRUISING SEASON IN BRITISH COLUMBIA AND THE PACIFIC NORTHWEST DOES NOT HAVE TO END

WITH THE PASSING OF SUMMER. A few hardy cruisers keep fall, winter and spring cruising as their own secret. The places that looked so captivating,

with their natural green beauty in the summertime, take on a completely different look during the off-season. Fall colours are painted across the



hillsides and in winter the white snow cap is more pronounced.

Waterfalls spill out of the steep mountainsides and tumble down, sometimes thousands of feet, to the water of a quiet inlet below. Deep into the winter months the mountains and hillsides may be blanketed with snow, draping the trees and dressing the dramatic rock faces with brilliant white. The visibility, on a clear day, is crisp and sharp. The mountains appear closer and the clear nights, when a full moon rises into a field of millions of stars, is something to be experienced. Occasionally, the northern lights provide the evening's entertainment.

For those who seek solitude, the off-season is truly the best time to cruise. The Desolation Sound area, usually packed with boats in July and August, may be all yours during an off-season cruise. The people who run the many small marinas and coastal shops that stay open year round will be thrilled to see you, and will have time to chat and socialize when you stop for fuel or moorage. If the weather does kick up, once you find the right anchorage, snuggling up with a book in a warm boat is the ultimate in cocooning.

Some experienced Northwest cruisers time their departures for their favourite destinations in the early fall, when the crowds have left. Of course, those who choose to cruise in the winter sensibly pick their destinations with an eye towards the weather.

WINTER DESTINATIONS

Off-season cruising does not have to include only the most remote locations. In fact, places you may have avoided for lack of satisfactory moorage in summer will now offer plenty of anchoring or mooring options.

The San Juan Islands are especially attractive in the off-season. Anchorages on Sucia Island are quiet and peaceful without the summer crowds. Resorts such as Roche Harbor and Rosario often offer special events right through fall, winter and spring.

In the fall and winter, Victoria carries a special charm. Finding dock space in the Inner Harbour in front of the Empress Hotel is typically not a problem, and with the Christmas holidays, the city takes on a festive air, the government buildings and waterfront hotels and shops aglow with lights. Another treat is a visit to Butchart Gardens, down Saanich Inlet

near Brentwood Bay. In the off-season, choice moorage is available in cozy Butchart Cove. Nearby is Brentwood Bay Lodge and Spa which offers special wine-tasting events at the Seagrille Seafood and Sushi. Or you can relax at the Essence of Life Spa.

BC's Gulf Islands offer lots of fall and winter destinations at towns and resorts such Ganges on Salt Spring Island or Poets Cove Resort on South Pender Island. Scenic anchorages such as Montague Harbour on Galiano Island, or Pirates Cove Marine Park on DeCourcy Island will provide good protection and delightful surroundings.

For many, the scenic harbours of BC's southern mainland coast are perfect for exploration any time of the year. One of the most majestic passages is Jervis Inlet to the Malibu Rapids, and through Princess Louisa Inlet to the base of Chatterbox Falls. While the dock near the falls is full almost every night during the summer, you may have it all to yourself in the off-season.

For several years, Brian Pemberton, president of NW Explorations, a charter company in Bellingham, Washington, has cruised with family and friends between Christmas and New Years to Princess Louisa Inlet on ▶

LA BELLA VITA, MC5.



MonteCarlo5.com



Boisvert Marine
Quebec, Canada
BoisvertMarine.com
450.730.0100 ventes1@boisvertmarine.com

True North Yachts
Toronto, Canada
TrueNorthYachts.ca
416.802.9251 psolyt@TrueNorthYachts.ca

Westerly Yacht
Vancouver, Canada
westerlyyacht.com
604.685.2211 ronhillman@westerlyyacht.com

La bella vita: the literal translation is the beautiful life, but to the true sons and daughters of Italy, it is a way of life that emphasizes the perfect balance between form and function. The MC5 is the embodiment of this way of life – brimming with beauty and luxury, and constructed to the exacting standards you'd expect from the world's premier maker of luxury watercraft.

Monte Carlo Yachts sought the services of Nuvolari & Lenard Design to bring the long-standing maritime traditions of beauty as well as quality into the 21st century. At first glance, the MC5 harkens back to a more elegant age. But make no mistake, she has been designed to take advantage of the latest developments in nautical engineering and comes fitted with just about every modern luxury you can think of – and probably some you've never even heard of.

Pursue the beautiful life aboard the MC5.



MONTECARLO

Classic, Forward.



↪ The float at Princess Louisa Inlet's Chatterbox Falls is a busy spot in summer, but may be quiet or empty in the off-season. ⬆ A winter view of Chatterbox Falls. ➔ Take care when falling temperatures turn precipitation to ice on rails, decks and superstructure.

their 49' Grand Banks.

"You really have to see the falls in the wintertime," says Pemberton. "It is a unique experience in adventure cruising and one that can be accomplished with a capable boat and an eye to the weather."

A winter cruise to the falls is a breathtaking but very different experience than it is in summer. The winter colours of grey and white blend with a hint of green from the trees. The low sun can be brilliant, casting long shadows that add to the depth of the scene. On a misty day, low-hanging clouds will frame the scene with occasional peeks at mountain tops and waterfalls.

For many cruisers, the week between Christmas and New Year's is a favourite time to escape on the boat. After family events on Christmas Day, you may be ready for a week alone or in a small flotilla of friends. Visit your favourite coastal town, an urban harbour such as Victoria, Vancouver or Seattle, or a remote area where you may be the only boats there. Gauge your destination based on the weather, and the capability of your boat and crew.

HEATING THE BOAT

What about the cold? Experienced winter cruisers say cold is a mindset,

like rain during summer cruising. You plan for it, and equip yourself and your boat to deal with it. Enjoying winter cruising assumes you have adequate heating for your boat. This is critical for you and your crew, as well as for the boat itself. Many boats have heating systems that provide warm air using heat from the running engine. While this works well under way, once anchored or at the dock another source of heat will be needed. Electric heaters work well, but your cruising destinations will need to be planned around docks and marinas that offer shore power year round. Calling ahead and checking that power is available is prudent.

The best heating system is a separate furnace that warms air or water and circulates heat throughout the interior of your boat. Boat heating systems carry a BTU rating for the amount of heat they generate—check whether your heating system is up to the task of warming your boat for winter cruising. If you are installing a new system, an expert in marine heating can determine the proper size for the interior volume of your boat and the type of cruising you plan to do. Powerboats tend to require larger heating systems as their interior volume is usually larger for a given length.

A heating system that uses the boat's main fuel system is usually the best choice. For boats with gasoline engines there are heaters fueled by gas or propane, although many cruisers prefer the safety of a diesel furnace; some gas-engined boats are equipped with a separate diesel fuel system for the furnace alone.

A number of very good diesel furnace systems are available for forced air or hot water circulated through radiator systems to warm interior spaces. An advantage to a warm-water (or hydronic) system is that you can use heat from a fresh water-cooled engine to warm the boat while under way. Then, the fuel-fired hot water system can heat the water at anchor. Systems that circulate hot water or warm air use a pump or blower system that will require power from your batteries when at anchor. Some boat owners elect choose a main cabin furnace that radiates heat throughout the boat without a blower to avoid drawing on battery power at anchor.

DRESS FOR COLD

Staying warm when you need to brave the elements outside is critical, especially when docking or anchoring. While the temperatures may be warmer than a comparable day of skiing, moisture



sometimes for days at a time. Carry a plastic snow shovel for those days when it does snow, to clear snow off docks, decks and topsides.

While salt water does not get cold enough to freeze in the Northwest, fresh water that floats on top of the salt will freeze. This is typical in inlets fed by rivers and mountain streams. The result is a thin layer of ice in patches or sheets. Cruising through ice up to 1"

thick should not be a problem for most fiberglass boats. The first thought is to go slow and break the ice with the bow. Some captains find a speed of about four knots creates a small bow wave which will crack ice and push it aside.

The sounds of ice in the water will be a new experience. It makes a horrible crunching sound as it passes the hull—and you may wonder whether your boat is being ground to bits while under way. ▶



in the air will often make it feel colder. Wearing the right clothes will contribute to keeping you warm and dry.

Dress in layers, starting with good long underwear, such as merino wool or synthetics. Thick wool socks will keep your feet warm and dry. The next layer can be a good shirt and slacks or jeans, lined if you like. A fleece vest may be next to retain body heat. A good waterproof coat or jacket to protect from rain or mist will keep the layers below dry. Check the waterproof rating of your jacket: seams should be taped and the material waterproof and, preferably, breathable.

Keeping your head covered will do a lot towards keeping your body warm; try a knit watch cap and a hood on your jacket that closes tight. Good gloves to keep hands warm are also critical to staying comfortable. You may decide to take more than one pair. Full gloves will work in most situations, but you may also want to carry a pair of sailing gloves with fingertips exposed for working with lines or setting fenders.

Your next consideration is coping with ice and snow. The image may be of Northwest rain as a torrent, but the reality is more often a gentle mist. Sometimes precipitation will turn to snow, but in temperate areas warmed by the ocean a light rain is more typical,

We've got your back... *just go boating.*



With over 20 years of providing *peace of mind* to the marine industry, Dolphin Marine Insurance continues to look after the best interest of the boater.

Please visit our website for the many special services benefiting you.

604-261-9200 1-800-460-0619

www.dolphininsurance.com



👉 Dress for it: warm, layered clothing is essential for winter cruising comfort...and then you can run from the bridge!



But experienced winter cruisers rarely have more than a scratch or two on their boot stripe from ice. Fiberglass stands up well, while those with aluminum boats may have to be more careful.

In cold temperatures, ice can form on decks, rails and rigging, making them slippery. Lines will freeze and it may take more time than usual to untie and leave the dock. Frozen docklines can be thawed with buckets of seawater. Wet lines can be placed in a warm engine room or a well-ventilated shower to defrost and dry out. One school of thought is to bring wet clothing and

lines into the boat to dry. The other is to keep wet items outside to keep the interior dry. Decide based on the ventilation and heat in your boat.

PLAN FOR WEATHER

What about winter weather? Will there be fierce storms and extreme cold? In BC and the Pacific Northwest the worst weather will sweep down out of the Canadian mainland from the northeast. Inlets oriented in this direction, such as Howe Sound, Toba Inlet, Knight Inlet and Bute Inlet, will often have the worst conditions as outflow winds sweep

down from the mountains and funnel through steep-sided inlets, whipping up wind waves and severe chop. But waterways that run perpendicular to the winter wind pattern may offer calmer sea conditions. And this may be opposite to the pattern of summer.

Plan accordingly based on the weather and forecasts. Keep your plans flexible and exercise greater caution. Talk to locals and gather as much local knowledge as you can. (See sidebar for more on weather resources.)

Carry spares for those items that may be subject to winter weather ▶

COASTAL WEATHER KNOW-HOW

Fear of foul weather keeps many from boating in the winter. While temperatures are colder and the wind can blow from a different direction than in spring, summer and fall, we often have very temperate weather in BC coastal waters thanks to the onshore flow from the North Pacific Current. However, a winter cruise needs to allow time for changes in the weather. A cold front can keep you tied to the dock for a couple of days. Winter cruising calls for different attitude and an appreciation of a different beauty than you see in the warmer months. Winter storms and gales should be respected and avoided.

How can you avoid nasty weather and enjoy your winter cruise? With access to computers and the Internet, we have many weather resources. At minimum, we have the weather reported on VHF weather channels. With a computer or smart phone, you can check Environment Canada's brief Pacific Marine Weather Forecast online, a good starting point to understanding the weather and the forecast.

Next, look at the US NOAA Ocean Prediction Center, Pacific Region web pages and their

weather maps for the coming 24, 48, and 96 hours. You will find a tremendous amount of information here. Watch for low-pressure systems coming across the Pacific: they are very distinctive and tightly packed. These are your early indicators of potential strong winds and unpleasant conditions. By studying the 500mb charts, you can get an idea of how they will shift and move across the area with the jet stream.

Look to the west and see how conditions are changing. If a low is coming, you can track its location based on the direction of the winds since you will often see a southerly moving to a westerly. Using this information you can anticipate when a low will track through your position. Even a weak low can change to a weather "bomb" in as little as nine hours. When a low is approaching and the pressure is dropping, head to the nearest safe port, tie up tight, put the tea kettle on the stove and settle down with a good book.

Unique to the winter season, look at the weather surface analysis charts on the Environment Canada website. Watch for a high

pressure area to build up in the Canadian interior. This could pull cold arctic air in and push strong winds out through coastal passes and inlets, creating nasty conditions, especially on an opposing current. During the winter, this often happens in Howe Sound, Toba Inlet, Knight Inlet and Bute Inlet, where the inlets and associated river valleys form a direct connection to the interior. During these "arctic outbreaks", winds sweep out of the mountains and funnel directly down the steep-sided inlets, whipping up wind waves and creating choppy sea conditions.

On the day of your cruise, check ocean buoy and lighthouse reports. Both provide very current information on wind and sea conditions. Put the wind conditions into context with upcoming currents and tides for the time period you will pass through an area. When crossing the Strait of Georgia, for example, monitor Halibut Bank and Sentry Shoal weather buoys for current conditions.

The best advice is to keep a loose schedule so you can pick your weather windows, relax and enjoy all that winter cruising has to offer.

Your Season
**STARTS
HERE!**

VANCOUVER
INTERNATIONAL
**BOAT
SHOW**



"Legs"
Georgia Strait



Two Great Locations!
BC PLACE & GRANVILLE ISLAND

Plan your show experience at
VancouverBoatShow.ca

NEW
JANUARY
Dates for 2014!
JANUARY 22 – 26

Save
\$3

Buy tickets online & save at
VancouverBoatShow.ca

Tickets on sale November 1, 2013
Discount ends January 21, 2014

Owned by Produced by

604-678-8820

conditions. Good ground tackle and chafing gear are essential—or in a good blow, a secure dock may be the best choice.

If you'd like to try winter cruising, consider a short weekend cruise first. Venture out on a short passage in rough weather to learn how your boat handles the sea conditions. If you don't have a boat in the Pacific Northwest, consider chartering. There are many charter companies in Seattle, Anacortes and Bellingham in Washington State, and in Sidney and Vancouver in BC that can advise you on off-season cruising and provide a boat properly set up for the season. Consider a flotilla with friends where the experience can be shared or guided by someone who is familiar with off-season cruising.

If you, your crew and your boat are properly equipped and have the right mindset, off-season and winter passages will allow you to see things other boaters may never experience. Kevin Monahan, a former fisherman, Canadian Coast Guard officer, and the author of *Local Knowledge—A Skipper's*

Reference, says some his most memorable cruises were through the passages near Desolation Sound in winter, when a crisp full moon lit everything to near to near-daylight.

Another special experience is to cruise into Vancouver's Coal Harbour from English Bay, passing under the majestic Lion's Gate Bridge which frames the snow-capped mountains of the city's North Shore on a crisp winter day.

If you try it, you'll discover that winter cruising offers the opportunity to experience BC and the Northwest in an exhilarating new way.

Mark Bunzel (right) has cruised extensively in the Pacific Northwest, along the Inside Passage and throughout Alaska while writing and photographing beautiful locations for magazines and to update the books he publishes. He is the owner of Fine Edge Nautical Publishing in Anacortes and Chyna Sea Ventures in Nanaimo. He is editor and publisher of the *Waggoner Cruising Guide*,

responsible for annual research on all marinas and anchorages between Olympia, Washington and Ketchikan, Alaska.

Brian Pemberton is the owner of NW Explorations of Bellingham WA, which specializes in bareboat and flotilla charters with a fleet of Grand Banks yachts. The photos accompanying this article are from a winter flotilla cruise to Princess Louisa Inlet. ■



3 things every sailor wants in a cruising sail...

North offers a choice of premium sailcloth styles to match your sailing *and* your budget. Contact your North representative today!

FREE!
ONE YEAR
SAIL CARE
& REPAIR
with purchase of
a new North sail*



*Restrictions may apply. Contact your North Sails representative for details.

Better by Design

Toronto
416-259-9644
Nova Scotia
902-634-3343
Vancouver
604-271-2111

www.northsails.com

1. Durability
2. Performance
3. Value

NorLam™

North's breakthrough laminating technology delivers for stability, lower stretch and longer sail life.

1. Performance
2. Durability
3. Value

Radian™

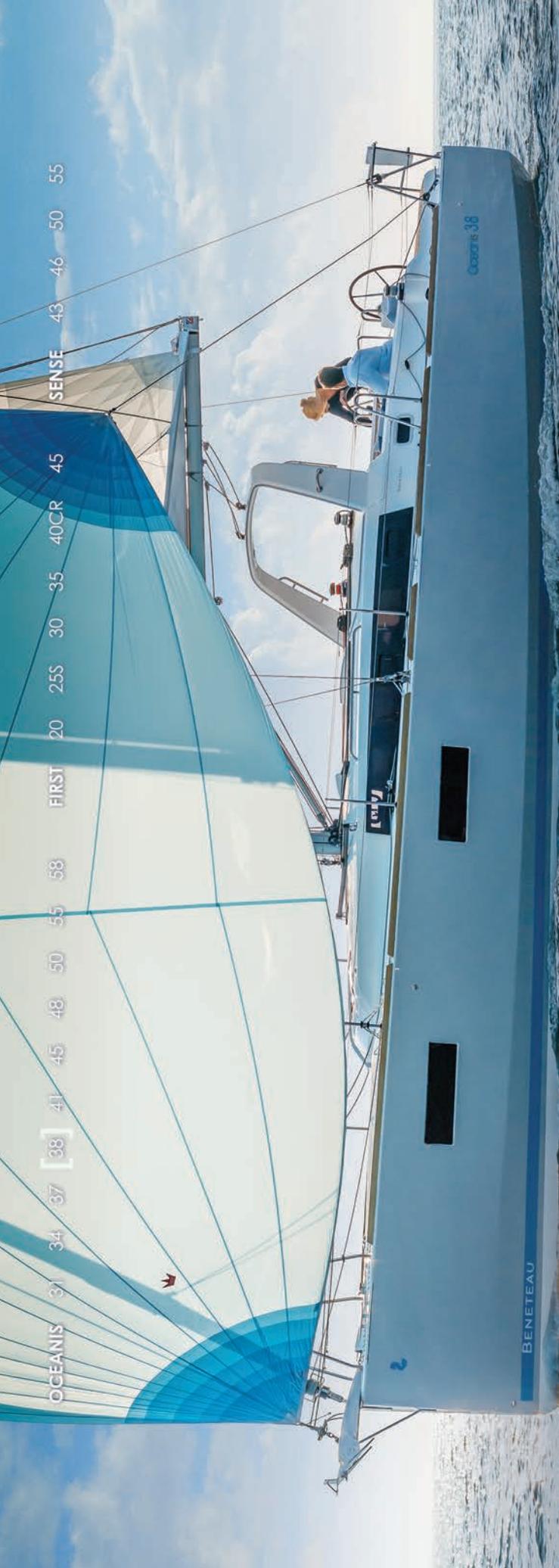
For sailors seeking radial performance from a non-laminated sailcloth, Radian stands alone.

1. Value
2. Durability
3. Performance

NorDac™

More cruising sailors have been powered by NorDac than any other sailcloth in history.

OCEANIS 31 34 37 [38] 41 45 48 50 55 58 FIRST 20 25S 30 35 40CR 45 SENSE 43 46 50 55



[YOUR BOAT. YOUR RULES.] Oceanis 38

Each Oceanis 38 is as unique as her owner, but still has the soul of a Beneteau. With a long list of options, she can be either the daysailer, the weekender, or the full-on cruiser of your dreams. You create a yacht as simple or as luxurious as you want – from couples looking for simplicity to families needing a full range of conveniences. It's your boat. And your boat should fit you, not the other way around.

To learn more, visit WhyOceanis38.net.

Inquiries: 410.990.0270 or Sail@Beneteau.com.



BENETEAU

Over A Century At Sea

WESTERLY YACHT SALES: VANCOUVER, BC • (604) 685-2211 • INFO@WESTERYACHT.COM
ANCHOR YACHT SALES: MISSISSAUGA, ON • (905) 891-0191 • SALES@ANCHORYACHTSALES.COM
MARINA GOSSELIN: ST-PAUL-DE-L'ILE-AUX-NOIX, QC • (450) 291-3170 • INFO@MARINAGOSSELIN.COM

HENRI LLOYD SHOCKWAVE SALOPETTES



HENRI LLOYD SHOCKWAVE JACKETS



BRASS SHIP'S BELL WITH MOUNT



IT HAS BEEN BROUGHT
TO OUR ATTENTION THAT
HO, HO, HO
IS NO LONGER
POLITICALLY CORRECT.

Gone are the days when the Binnacle Boys would play Santa, just to get a gal to sit on our lap. Nowadays we have teenagers who roll their eyes at a good Newfie joke – and we've gone from being cool – to being purveyors of cool. But we're okay with that.

Our kids are nice to us now because we sell dinghy gear, sunglasses, Opti sails, *and* we hold the keys to the sleigh. This holiday season, we also have great deals on foul weather gear, the latest electronics, and shiny ship's bells. So, pull a computer on to your lap and shop online.

Send Binnacle gift cards out to the Newf, er, boating enthusiasts on your list.

And at **binnacle.com** you get **free shipping** on most items over **\$99**.

Because if we can't be naughty, we may as well be nice.

GILL MEN'S IN21 COAST SPORT JACKET



BINNACLE GIFT CARDS AVAILABLE ONLINE

GILL WOMEN'S IN21 COAST SPORT JACKET



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

➤ Fred Hutchison of PYI, North American distributors of the Max Prop, fits end cap and blades onto the spinner. Black markers on spinner and hub ensure blades are positioned properly.

Folding and Feathering Props

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

Story and Photos by William Kelly

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

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

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

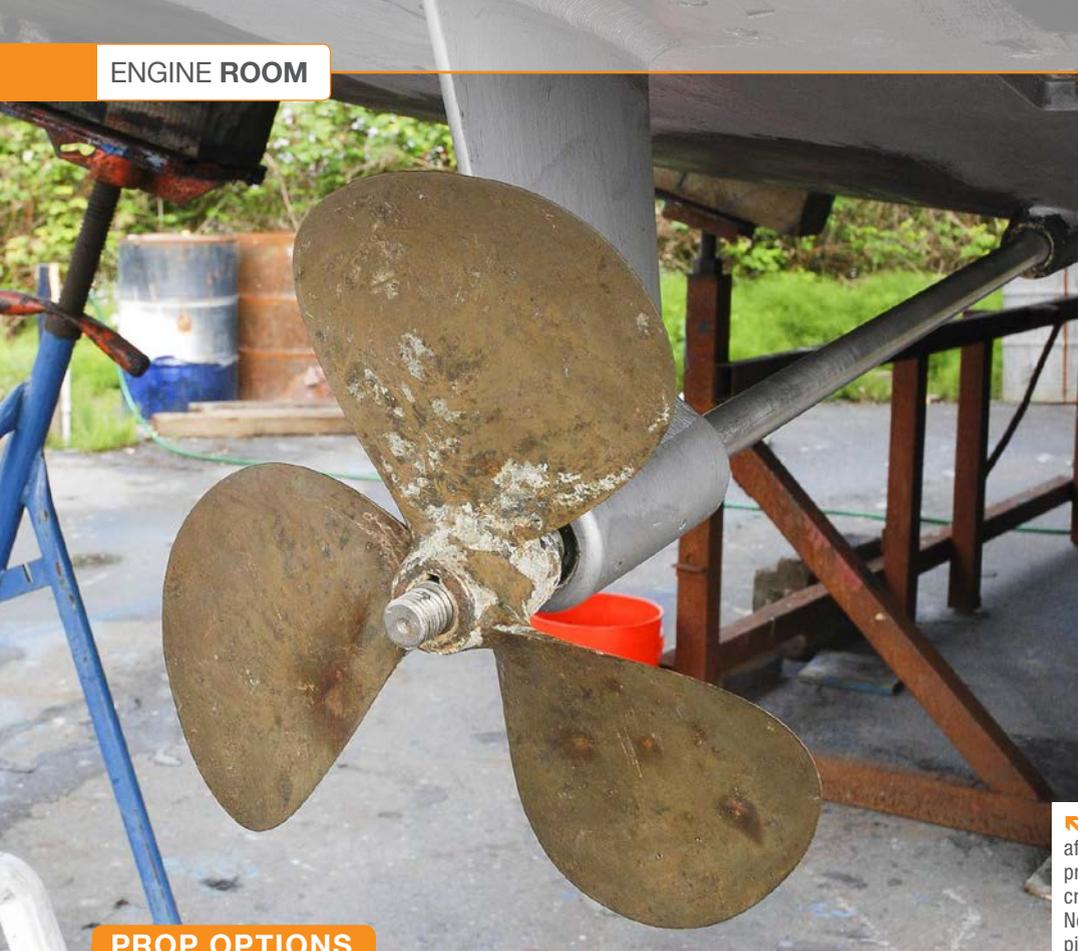
left in gear as most engine manufacturers recommend. This can reduce speed under sail by more than a knot and add hours of sailing time to an extended passage.

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

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

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

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



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

PROP OPTIONS

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

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

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

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

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

feathering or folding props for stopping and forward thrust. www.flexofold.com

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

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

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

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

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

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

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

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

CHOOSING A PROP

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



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

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

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

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

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

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

MAX PROP

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

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

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

You Should Feel The Heat... Not Hear It!



Dt Series Diesel Heaters

Three new super quiet forced hot air diesel boat heaters. Enjoy the peace and quiet of boating with Wallas heat on board. The Wallas line of diesel and kerosene heating units offer heating options for boats ranging from 17 feet to 47 feet.

If Space is a Problem... Here's a Solution!

Diesel Cook Top Cabin Heater



800/220
Kerosene

You can prepare a meal, then close the blower lid and the cook top is now a hot air cabin heater. Enjoy the warmth of up to 6500 btu's of safe, quiet and easy to use heat. Ideal for boats where space can be an issue.



85DU/270

wallas.ca

For the dealer nearest to you



Trotac Marine Ltd.
Toll free 1-866-287-6822
sales@trotac.ca

Vision



SAILING CAN BE SO BEAUTIFUL!

Easy handling, outstanding design
and unparalleled comfort.
BAVARIA VISION – simply beautiful



Power & Sail

truenorthyachts.ca
(905) 274-8001

Port Credit Harbour Marina
1 Port Street East, Mississauga

Outer Harbour Marina - Toronto
475 Unwin Avenue, Toronto



🌌 Night sky magic: At dark anchorages far from the light pollution of populated centres the night sky opens to reveal its timeless beauty to boaters.

STAR LIGHT STAR BRIGHT

BOATING AND ASTRONOMY CAN BE A MATCH MADE IN THE HEAVENS

Story by Jennifer Harker | Photos by Paul Jewer

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Web resources: Track satellites and the International Space Station with www.heavens-above.com or download a planisphere on www.star-finder.ca

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

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



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

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

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



Get the most for your premium, call NAVIS today!

NAVIS offers the fewest exclusions, the best extension coverage and the highest liability limits available...all at a very competitive price.

- > Local Claims Service, available 24/7 to assist you when you need it
- > 80% Total Loss Clause, why repair your boat when it is extensively damaged
- > A policy for Local Boaters designed by Local Boaters
- > Liability limits \$10,000,000 to \$50,000,000 for premiums starting at \$125
- > All Risk Coverage, with very few exclusions
- > Partial Loss settled New for Old and No Depreciation on any claims
- > Loss of Use and Commercial Towing included at no additional cost

Proud Broker of and Group Programs with Discounts for:
Royal Vancouver YC, West Vancouver YC,
Royal Victoria YC, Eagle Harbour YC, Kitsilano YC,
& Vancouver Rowing Club

NAVIS[®]
MARINE INSURANCE BROKERS
Marine Experience Matters

Call: 604 922 8935 | navismarine.ca

22 years of experience insuring the marine industry.



LEADERS IN ALUMINUM BOAT CONSTRUCTION

Builders of Quality Aluminum Boats since 1985

2001 36' EagleCraft Cruiser



36' EagleCraft Cruiser-Twin Volvo D-6 310 Diesel Stern Drives, Lowrance Electronics, Generator, Diesel Furnace, Davit, Windlass. Recent refit. Call for more Details

\$289,000.00

2007 28' EagleCraft



28' EagleCraft Cruiser-Twin 150 HP Yamaha Outboards, Raymarine Electronics, Shore Power Diesel Furnace, Shower, Tender & Davit

\$179,900.00

2002 EagleCraft Cruiser



2002 EagleCraft 28' Cruiser, Volvo D-6 350 diesel, shore Power Diesel Stove, Cockpit Steering Station, Windlass Auto-pilot, Lowrance Electronics, Full Galley

\$175,900.00

2002 24' EagleCraft



24' EagleCraft Talon- Volvo KAD 44 Diesel Stern drive, Road Runner Galvanized Trailer, Galley Package, Cuddy Cabin, Marine Head, Remote Spotlight, Cockpit Helm, Wallas Diesel Stove.

\$99,900.00

1999 3388 Bayliner



Twin 250 Hp. Cummins Diesels, Full bridge enclosure, Propane Galley, Sea-Wise Davit system, Tender with 9.9 Johnson GPS, Chart Plotter. Great Family Cruiser

Price Reduced

\$79,900.00

1994 EagleCraft 28' Crew Boat



Twin Volvo KAD 42 Diesels, 25 Hp Yamaha Kicker, 10 Passenger Seating, Tow Post, Recent engine upgrades, Heater & Defroster System

\$139,900.00

DAIGLE WELDING & MARINE LTD.

2177 Island Hwy. Campbell River B.C. Canada V9W-2G6

Phone: (250) 286-6749 Fax: (250) 286-6847 Toll Free: 1-888-393-6464

www.eaglecraft.bc.ca

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

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

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

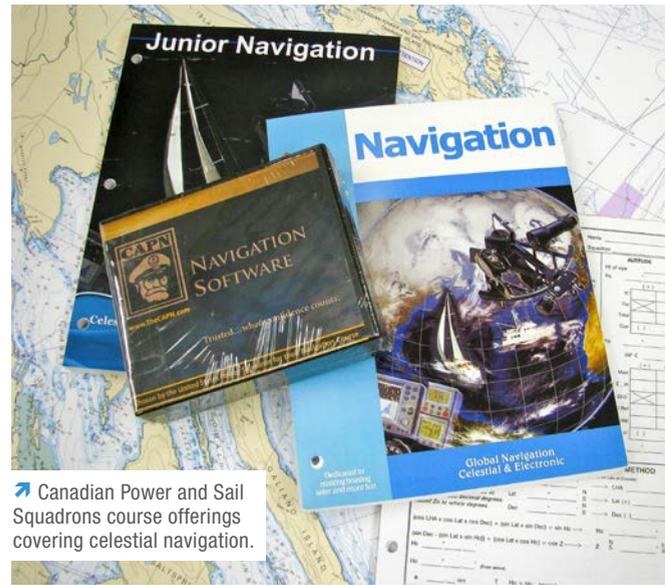
still of use, with a lot of good information. Some who are starting to look at global travel and want to have a non-electronic back-up do it."

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

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

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

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



➤ Canadian Power and Sail Squadrons course offerings covering celestial navigation.

CANADIAN POWER AND SAIL SQUADRONS

CPS-ECP courses are taught by boaters who have "been there and done that"

Register today at boatingcourses.ca



Canadian Power and Sail Squadrons
Celebrating 75 Years – 1938-2013
www.cpsboat.ca | 1-888-CPS-BOAT



SPECIAL SECTION



Marine Electronics 2013

SOMETHING FOR EVERYBODY

By Andy Adams – Editor

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

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

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

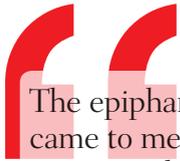
That's how I feel about the report Alex Gadamer has sent in to us from his time in San Francisco on the press boats at the 2013 America's Cup races. The technology onboard the boats, commanded by the sailors onboard and linked through to the race officials, onshore video displays and probably much more,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

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

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

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

Here's what he told us. →



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

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

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

Does Racing really improve the breed?

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

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

John Kerr
CEO Canadian Yachting ■



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



America's Cup

INNOVATIONS RISE TO THE OCCASION

By Alex Gadamer

MARINE ELECTRONICS HAS JUST MADE A QUANTUM LEAP FORWARD AND INTO A WHOLE NEW REALM.

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

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

winning the America's Cup.

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

YANMAR

Engineering Solutions, Together

8LV370

LIGHT, QUIET, CLEAN, EXTREMELY EFFICIENT RELIABILITY



370 HP
8LV370Z with ZT370 sterndrive



1 - 8 6 6 - 9 4 8 - 5 9 9 6
WWW.LANDSEAPOWER.COM

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



THE WORLDS FIRST PROPANE POWERED OUTBOARD ENGINES



LP5.0



LP2.5

LP9.9



LEHR
Environmentally friendly technology

**WESTERN
MARINE
COMPANY**
Suppliers to the Marine Industry

1494 Powell St
Vancouver, BC V5L 5B5
Phone: 604-253-7721
Toll Free: 1-800-663-0600

**TRANSAT
MARINE**
Specialty Marine Hardware

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

Contact us for a dealer nearest you

MARINE ELECTRONICS 2013



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

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



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

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

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

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

the innovative technology has come.

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

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

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

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

2793 Fisherman Bay Road
Lopez Island, WA 98261
360-468-3377
imc@rockisland.com
www.islandsmarinecenter.com

IMC
ISLANDS MARINE CENTER, INC.

Islands Marine Center

Located just minutes south of Canadian waters, Islands Marine Center is your Premier Pursuit and Ocean Sport dealer. We are located in Fisherman Bay on Lopez Island. We feature a 100-slip, full-service marina with chandlery, marine and NAPA automotive parts department. We also offer year round storage facilities with 6 acres of dry storage and haul-outs to 25 tons. We are centrally located in some of the best fishing and cruising waters anywhere.



NEW!
26' OCEAN
SPORT
COMING
SOON!



SPEED: Tops out at 50 MPH **CONVENIENCE:** Fully equipped galley, full-size head, three separate berths, easy access for maintenance **QUALITY:** Built using the latest fiberglass technologies **LUXURY:** Finished to perfection **Range:** 650 Miles **FISHING:** Large flush cockpit.



P
PURSUIT

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

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



MEETING IN THE MIDDLE

Affordable Electronics on a Mid-Sized Boat

By Lorne Spence

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

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

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

SYSTEM OVERVIEW

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

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

THE MULTI-FUNCTION DISPLAY

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



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

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

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

THE CHARTPLOTTER

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

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

CONNECTING THE COMPONENTS

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

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

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

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

ADD AN AUTOPILOT

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

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

RADAR FOR PLEASURECRAFT

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

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

DEPTH METERS AND SONAR

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

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

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



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

STARTING A NETWORK ONBOARD

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

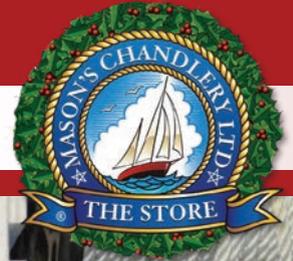
electronics is that we're on a fairly stable plateau in terms of technology. Older analog gear is gone, and newer digital equipment is here to stay. The equipment you buy today should be able to interface with newer, coming technology for the foreseeable future. Industry standards like NMEA2000 and the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

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

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

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

EVERYTHING FOR THE BOATER | POWER AND SAIL



THE STORE

MASON'S CHANDLERY

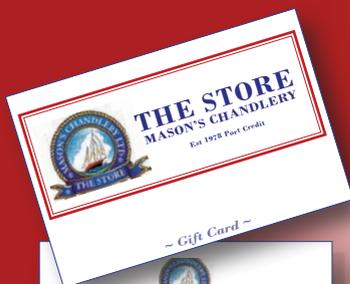
PORT CREDIT HARBOUR MARINA
1 PORT ST. EAST, MISSISSAUGA

905.278.7005 | 1.800.263.1506

WWW.THESTOREMASON.COM



mobile access



MASON'S CHANDLERY GIFT CARD

To: _____

From: _____

Amount: _____

The gift that's never out of season
THE STORE MASON'S GIFT CARDS
Easy. Fast. Perfect.

- Available in any denomination • No expiration date • A gift that lets them choose!
- Great for family, friends, coaches, employees, teachers...

Prestige 550 FLYBRIDGE

By John Armstrong

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

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

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

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



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

SPECIFICATIONS

Test boat engines:

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

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

CRUISING SPEED rpm / mph
2800 / 28.7

SPECIFICATIONS:

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

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

Test boat provided by and price quoted by:
Prestige Yachts, www.prestige-yachts.com

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

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

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

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

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

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

a serving area make this an especially good galley layout.

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

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

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

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



Our instructors are boaters too!

Learn from their experience by taking a CPS Boating Course. Register today at: www.boatingcourses.ca

Meet Gary Case, Avalon Power and Sail Squadron, Avalon

Gary has been a sail boater for almost 25 years; cruising mostly in and out of the bays around Eastern Newfoundland aboard a Grampian 28. He uses this experience teaching 9 of our 16 courses:

- PCOC
- Boating
- GPS
- Advanced Piloting
- Sailing
- Electronic Navigation
- Piloting,
- Extended Cruising
- VHF/DSC Radio

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

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



LAGOON 39

By John Armstrong

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

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

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

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

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

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

morning pilates session!

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

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

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

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

SPECIFICATIONS

Length waterline	37'10" / 11.53 m
Beam overall22'3" / 6.79 m
Most height over water	60'4" / 18.40 m
Draft4'1" / 1.27 m
Displacement Dry	24,674 lbs / 11.19 t
Full batten main	409sq.ft. / 38 m ²
Square top mainsail (opt.)	473sq.ft. / 44 m ²
Self tacking furling genoa	344sq.ft. / 32 m ²
Water79 gals / 300 L
Fuel	2 x 53 gals / 2 x 200 L
Standard engine size2 x 21 HP
Base Price Base	\$400,000 US Dollars
Boat and price supplied by Lagoon America, Annapolis, MD.	

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

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

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



↩ Spacious, comfortable and safe cockpit. ➔ Well designed, spacious and comfortable salon and galley.



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

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

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

jib, it was effortless.

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

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

BENETEAU

C-TOW
1-888-419-CTOW
24HR VESSEL TOWING
"CPS Partner in Safe Boating" 33% discount for CPS"
MARINE ASSISTANCE
www.C-Tow.ca
Peace of Mind at Sea

Freedom Lift® *The Best Tender Lift Solution*

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

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

See our dynamic video and digital portfolio on the web
www.freedomlift.com
Call us toll free: 1-866-543-8669 **Freedom Lift®**
US Patent #6,474,265 Canadian Patent # 2,393,105



Power & Sail

See a boat on yachtworld.com?
Let us help you buy it.

Looking to buy a boat from the USA?
We can help.

Need help with Financing?
Our in-house F&I department can help customize a loan to fit your needs - and we can help you get the best rates possible from major banks and marine lenders.

After purchase care?
Our mobile service team can come directly to your vessel with certified, experienced technicians to service and maintain your boat.

truenorthyachts.ca
(905) 274-8001

POWER

Contact Peter Solty - psolty@truenorthyachts.ca - (416) 802-9251

<p>1999 Maxum 4100 SCB \$ 109,000</p>  <p>Extra clean, low hour Sedan Bridge style ... ready to go.</p> <p>Great flybridge cruiser - lets put her at the top of your list to see! Only 520 hours!</p>	<p>2004 Four Winns 378 Vista 2 \$105,000</p>  <p>Priced to sell this season!</p> <p>This well optioned 378 features the desirable special order "Ralph Lauren" interior package.</p>	<p>2008 Cruisers Yachts 420 Express - \$199,000</p>  <p>8.1 Mercury 420 HO Gas - 420 HP ... Bow thruster ... Premium electronics with auto pilot.</p> <p>Best-priced fresh water 420 on the market!</p>	<p>2014 Sabre 38 Salon Here Now!</p>  <p>The 38 Salon was an all-new model for 2013.</p> <p>Call Peter for an app't to Sea Trial this work of art. She is fully equipped and has Volvo's famous DIESEL IPS pod drives.</p>	<p>1997 Cruisers Yachts 3375 \$49,900</p>  <p>You can't go wrong with this beautiful boat! New 18000 BTU a/c and heat unit - New Vitrifiglio 4.3 cubic foot refrigerator - New windlass ... too many "New" additions to fit in this space!</p>
<p>2008 Cruisers Yachts 420 Express \$289,000</p>  <p>This RARE DIESEL IPS Express Cruiser is just as she was when new. Only 261 hours and has outstanding performance. Please come and have a look - no disappointment here!</p>	<p>2006 Cruisers Yachts 385 Motoryacht - \$249,000</p>  <p>This one has it all!</p> <p>Remote bow and stern thruster, remote auto pilot, aft hard top, camper back, sun pad, central vacuum and much more.</p>	<p>2007 Cruisers Yachts 447 Sport Sedan \$348,000</p>  <p>You will appreciate the racy side of her as indicated by her speed and smooth ride.</p> <p>Absolutely immaculate with Diesel power!</p>	<p>2000 Cruisers Yachts 4450 Express Motoryacht \$199,000</p>  <p>Reduced to sell NOW!</p> <p>A cleaner yacht will not be found - currently on the dock in Port Credit. Come and see this beauty - you won't be disappointed!</p>	<p>2009 28' Monterey 280 Express \$69,900</p>  <p>Loaded with options and meticulously cared for since new by her original owners.</p> <p>They have moved away and are motivated to sell - call Peter today to view her.</p>



GRAN TURISMO

SWIFT TRAWLER BY BENETEAU

BARACUDA

SABRE Yachts



SAIL

Contact sales@truenorthyachts.ca - (905) 274-8001

<p>2008 Hunter 49 - \$269,000</p>  <p>Fully loaded fresh water 2008 Hunter 49. Boat was initially commissioned in September 2009. Loaded with options!</p>	<p>2013 Bavaria 32 - \$119,900</p>  <p>Rare 2013 Bavaria 32 launched this spring with great upgrades — and only 20 hours on the engine.</p>	<p>2000 Hunter 410 - \$129,990</p>  <p>Fresh water - All New Custom Canvas - Heavy Duty Custom Bow Thruster with wireless remote with windlass control.</p>
---	---	--

— More Great Brokerage Sailboats

(CDN\$ unless otherwise indicated)

2000 Hunter - Fresh Water 460 - \$179,000

2009 Hunter 41DS - \$204,900

2005 Hunter 36 - \$124,900

1986 Hinterhoeller Nonsuch 36 - \$79,900

1991 C&C 34/36 Plus - \$79,900

2004 HUNTER AC 41 - \$157,900

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

2006 Saga 40 - \$240,000

2012 Hunter e33 - \$134,900

1987 C&C 33 - \$45,000

2002 Catalina 42 MK II - \$159,000

1986 Catalina 30 Tall Rig - \$27,000



pride marine group

1 (800) 991 3006



2004 CHAPARRAL 330 SIGNATURE
\$95,900
Volvo 5.7 GXi Duo-prop 320hp
Contact: Bob Hopkins



2004 Sea Ray 420 Sedan Bridge
\$289,000
Cummins (T-417 hp - 321kW)
Contact: Jay Sproul



2010 MERIDIAN 441 Sedan Bridge
\$595,000
T-Cummins Diesel 459 hp - Zeus
Contact: Jerry Haggarty



2001 Maxum 4600 SCB Sedan Bridge
\$172,500
T-Cummins 450 Diesels 8.3 Direct
Contact: Kevin Marinelli



2000 Cruiser Express 3870
\$119,900
MerCruiser 7.4 L Horizons (380hp)
Contact: Mike Burns



2007 Cruisers Yachts 455 Express
\$349,900
T-Volvo Penta DP 500hp
Contact: Ryan Wheeler



2000 Carver 404
\$148,900
Twin MerCruiser 7.4L
Contact: Bob Hopkins



2005 San Juan Express 48 SJ
\$925,000 SOLD
Twin 825HP MTU 60 Series Diesel
Contact: Kevin Marinelli



2003 Meridian 381
\$159,000
Twin MerCruiser 370 HP 8.1L Horizon
Contact: Jerry Haggarty



2007 Sea Ray 58 Sedan Bridge
\$675,000
T-MAN 900CRM V-8 Diesel 861HP
Contact: Kevin Marinelli



2000 Carver Pilot House 530 Voyager
\$290,000
Volvo Penta TAMD74EDC (470hp)
Contact: Mike Burns



2007 Donzi ZR 43
\$178,800
Mercury Marine Engines(3) 525 EFI
Contact: Ryan Wheeler



1991 OCEAN 56 COCKPIT MY
\$249,900
TTwin Detroit Diesels 6-71
Contact: Bob Hopkins



2008 Sea Ray 44 Sundancer
\$424,900
Cummins Marine Twin Cummins
ZEUS QSB 425 Diesels
Contact: Jay Sproul



2010 Sea Ray 370 Sundancer
\$289,900
MerCruiser T-496 ECT Magnum MPI
DTS Bravo III (T-375 hp)/w/Axius
Contact: Kevin Marinelli



2008 Sea Ray 310 Sundancer
\$129,900
MerCruiser Marine 350 MAGS
Bravo III (300 HP)
Contact: Mike Burns



2008 Sea Ray 60 Sundancer
\$975,000
MAN Engines T-MAN V10 1100 CR
Diesel T-1,051 hp
Contact: Ryan Wheeler



2010 Sea Ray 540 Sundancer
\$999,000
Cummins Marine T-Zeus Cummins
MerCruiser QSC 600 DTS w/Skyhook
Contact: Jay Sproul

Your Premium Brokerage Destination



Jerry Haggarty

Contact Directly
E: jhaggarty@pridemarinegroup.com
P: (705) 996-1360



Bob Hopkins

Contact Directly
E: rhopkins@pridemarinegroup.com
P: (705) 996-0992



Ryan Wheeler

Contact Directly
E: rwheeler@skylinemarina.com
P: (705) 243-6602



Kevin Marinelli

Contact Directly
E: jkmarinelli@skylinemarina.com
P: (705) 302-0076



Mike Burns

Contact Directly
E: mburns@skylinemarina.com
P: (705) 302-0078



Jay Sproul

Contact Directly
E: jsproul@skylinemarina.com
P: (705)302-0075

Web: pridemarinegroup.com



Let us help you find the boat of your dreams

1 Port Street East [Port Credit]
Mississauga, Ontario, Canada L5G 4N1
Phone: (905) 891-0191 Fax: (905) 891-3712
www.anchor-yachtsales.com
sales@anchor-yachtsales.com

PROUD SAILBOAT DEALERS FOR:



New in Stock

Beneteau Oceanis 34



New in Stock

Beneteau First 30



Reduced \$149,900

Beneteau 423



Available for Viewing

Lagoon 45



\$225,000 us - Offers!

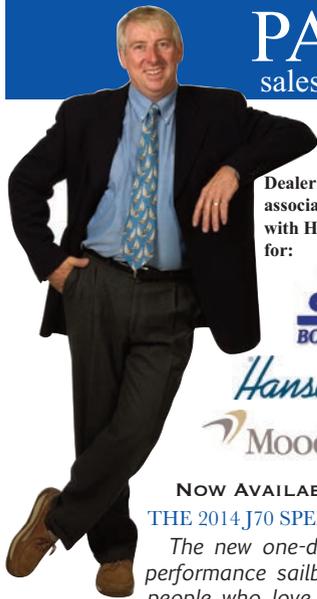
Feature Boat: 2005 Hanse 461



\$49,500

1985 C+C 41

Anchor Yacht Sales - Your Reliable Power and Sail Yacht Broker
Visit our website for photos of all our boats! www.anchor-yachtsales.com



PAT STURGEON YACHTS LTD.

salesinfo@patsturgeonyachts.com

www.patsturgeonyachts.com

Dealers in association with Hans Fogh for:



NOW AVAILABLE

THE 2014 J70 SPEEDSTER

The new one-design performance sailboat for people who love to sail!

These are just some of over 90 brokerage boats for sale - please visit our website for a complete list or to use our exclusive Online Listing Service to list your boat!

Beneteau Oceanis 461	2000	\$199,000	J 109	2 FROM	\$179,900
Reliance 44	2 FROM	\$49,900	C&C 35 MKIII	1988	\$59,900
Beneteau Oceanis 44	1991	\$99,000	Bianca 35	1989	\$64,900
Sabre 42	1987	\$129,900	C&C 34	4 FROM	\$29,900
Yankee Clipper	1977	\$119,900	J 34	1985	\$29,500
Colvin Gazelle	1985	\$19,900	J 100	2 FROM	\$85,000
Beneteau 423	2004	\$164,900	San Juan 34	1980	\$18,000
C&C 41	2 FROM	\$55,000	Mirage 33	1981	\$32,900
Hughes Aura 40	1984	\$119,900	Hunter 33 Cherubini	1981	\$23,900
Hunter Legend 40	1989	\$79,000	C&C 33 MK II	1985	\$34,900
Hughes 40 CC	1981	\$75,000	C&C 33 Sloop	1976	\$28,900
C&C 37/40R	1990	\$55,900	CS 33	4 FROM	\$34,500
Beneteau First Class 12	1987	\$49,500	Mirage 32	1989	\$24,900
Starflight 38 by Jim Taylor	1988	\$59,900	Westerly Pentland 32	1978	\$25,000
O'Day 37	1982	\$33,900	Union 32	1986	\$37,500
Hughes Columbia 36 CC	1982	\$44,900	Ontario 32	1978	\$24,900
Roberts Ketch PH 36	1982	\$42,000	C&C 32	1982	\$38,900
CS 36 Traditional	4 FROM	\$54,900	Bayfield 32	1980	\$29,000
CS 36 Merlin	2 FROM	\$69,900	Tanzer 31	1986	\$34,900
Mirage 35	1986	\$44,900	Hughes 31	1981	\$24,900
Niagara 35	1979	\$59,800	Ticon 30	2 FROM	\$21,900
Goderich 35	2002	\$139,000	Mirage 30	1984/5	\$34,900
Express 35	1987	\$39,900	CS 30	1985	\$33,000
Hunter Legend 35	1992	\$49,900	Hughes Columbia 8.7	2 FROM	\$19,900
O'Day 35	1988	\$29,900	CS 27	6 FROM	\$9,900



Pat Sturgeon Yachts Ltd.
1 Port Street East
Mississauga, Ont, L5G 4N1
Phone: 905-278-5100



2007 Hanse 370 - \$174,900



1989 Tripp 40 Custom - \$99,900



2007 Catalina 42 MKII - \$235,900



PACIFIC BOAT BROKERS.com

B.C.'s Largest Pre-Owned Vessel Brokerage
 With Over 200 Pleasure Craft Listings To View

Toll Free: 1-877-448-0010 #6 - 1025 Lee Road, Parksville, B.C. V9P 2E1
Brokers in Parksville, Nanaimo, Victoria, Courtenay, Vancouver, Washington & Oregon
Buying or Selling? For Excellent Results Contact Us!



Obsession
 1993 - Bayliner 3288 Command Bridge
 2 x 175 hp Hino Diesels
 32'0" x 11'6"
 \$70,000(CAD)
 Stock# PF4191



Lady Laura I
 1973 - Gulf Commander
 2 x 400 hp Cummins VT903 Diesels
 59'0" x 16'0"
 \$390,000(CAD) - Boathouse Also Available
 Stock# PF4118



Reel Adventure
 1987 - Sea Ranger
 2 x 375 hp Cat 3208 TA Diesels
 56'0" x 15'2"
 \$156,000.00(USD)
 Stock# PF4151



Poet
 1977 - CT37 Pilothouse
 35 hp Yanmar 3HM35F Diesel
 36'8" x 11'6"
 Reduced to \$79,000(CAD)
 Stock# SF3687



Lasqueti Star
 1974 - Vessel & Charter Bus. Opportunity
 314 hp Cummins 350 Diesel
 50'0" x 18'0"
 Reduced to \$349,000(CAD) O.B.O.
 Stock# PS3831



Blithe Spirit
 1947 - Classic Monk Cruiser
 165 hp 6-71 GM Diesel
 52'0" x 14'0"
 \$120,000(CAD)
 Stock# PW4103



Malaspina Express
 1991 - ABD Mfg. Custom Aluminum
 2 x 1450 hp Detroit 16V-92 TA Diesels
 62'6" x 18'0"
 \$399,000(CAD)
 Stock# PA4047



Bombora
 1982 - (Wahl) Europe Sedan
 260 hp Caterpillar 3208 Diesel
 42'0" x 14'0"
 \$44,900(CAD)
 Stock# PW4161

Fiberglass

PF4057 2009 25' Bayliner - 260 hp Mercruiser MPI 5.0I Gas	\$59,900
PF4064 2005 27' Skagit - 250 hp Volvo D4 Diesel	\$109,000
PF4110 1998 27' Seasport - 200 hp Volvo 41-B Diesel	\$80,000
PF4143 28' Bayliner - 330 hp Mercury 7.4 L	\$49,000
PF3842 1981 28' Trend - 2 x 200 hp GM 350 CID Gas	\$21,500
PF3866 1978 28' Luhrs - Chrysler CM6 55/CM6 55TI Diesel	\$22,500
PF4131 1981 31' Pioneer Boat Works, Ucuélet - 54 hp Kubota Diesel	\$39,000
PF4071 1982 31' Tung Hwa - 126 hp Volvo TMD40A Diesel	\$49,000
PF4184 2006 32' Pro Line - 2 x 225 hp Honda Outboards	\$129,000
PF3933 1977 32' Trojan - 2 x 250 hp Chrysler Gas	\$32,750
LF4168 1988 32' Bayliner - 135HP US Marine Diesel	\$65,000
PF3603 1989 32' Cruisers - 2 x 340 hp Mercruiser 7.4 I Gas	\$26,995
PF3613 1981 32' Barrie Farrell - 210 hp CAT 3208 Diesel	\$29,900
PF3667 1994 33' Olympic - 2 x 200 hp TAMD41 B Volvo Diesel	\$79,000
PF3749 1989 33' Donzi - 2 x OMC 460 CID	\$39,500
PF4182 1981 33' Chris-Craft - 2 x 340 hp GMC Gas	\$29,000
PF4055 1989 33' Farrell Hull/Fibo Boats - 2 x Volvo AD 41A/6 Diesel	\$55,000
PF4165 1979 34' Farrell - 220 hp Volvo Diesel	\$29,000
PF4188 1968 34' Albion Boat Works - 120 hp Ford Lehman Diesel	\$33,000
PF4169 1982 36' Uniflite - 2 x 225 hp 8.2 Detroit Diesel	\$44,500
PF3934 1980 37' Uniflite - 2 x 130 hp Volvo TMD 4OD Diesels	\$61,000
PF3579 2004 37' Nordic Tugs - 330 hp Cummins 6BTA 5.9-M3 Diesel	\$359,000
PF3633 1988 38' Hartman - 306 hp Volvo TAM61A-Turbo Diesel	\$59,000
PF4044 1998 38' Lamotte - Volvo Diesel	\$99,000
PF4183 1978 39' North Sea (CHB) - 2 x 120 hp Ford Lehman Diesel	\$79,500
PF4185 1999 39' Silverton - 2 x 350 hp CAT 3116 Turbo Diesel	\$159,000
PF4094 1973 40' Tollycraft - 2 x 330 hp Chrysler 440 CID	\$44,900
PF4007 1977 42' Uniflite - Twin Detroit 6-71	\$75,000
PF4058 1978 42' Chris-Craft - 2 x 425 hp Detroit 8V-71 Turbo Diesels	\$114,000
PF4125 1981 44' C & L Marine Corp. - 2 x Volvo 41B Turbo Diesels	\$129,000
PF3809 1987 48' Hi-Star - 2 x 375 hp CAT 3208 Diesel	\$169,000

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

Aluminum

PA4119 2004 27' Dixon / Thompson Bros. - Volvo D4 Diesel	\$129,000
PA3885 2007 27' Northwest Aluminum Craft Inc. - 310 hp Volvo D6 Dsl	\$150,000
PA4016 2005 27' Lifetimer Boats - 200 hp Mercury Verado O/B	\$119,000
PA3574 2007 32' North River Boats - 2 x 250 HP Yamaha Outboards	\$177,500
PA3946 2001 38' Eagle Craft - 2 x 310 hp Volvo D6 Diesels	\$271,500

Wood

PW4121 1945 40' - 120 hp 4-71 Detroit Diesel	\$39,000
PW1370 1948 40' Wes and Norm Anderson - 43 hp CAT Diesel	\$120,000
PW4074 1957 42' Monk - 2 x 260 hp Crusaders 350 CID Gas	\$37,000
PW4150 1933 48' Herbert Gann - 4-71 GM Diesel	\$42,500
PW4173 1927 60' Kishi Bros - 185 hp Volvo Diesel	\$25,000
PW3783 1940 80' Gunter Ernst - 235 hp MWM Diesel	\$229,000
PW4149 1942 136' Hubbards South Coast - 2 x 500 hp GM 8-268A Dsl	\$125,000

Sailboats

SF4098 1973 37' Irwin - 30 hp Perkins 107 M Diesel	\$29,000
SF4122 1972 37' Discovery Yachts - 25 hp Mitsubishi Diesel	\$38,000
SF4134 1975 39' Herreshoff - 27 hp Yanmar Diesel	\$33,900
SF4180 1979 39' Cross - 20 hp Beta Diesel	\$29,900
SF3903 1974 40' Trintella - 85 hp Perkins 4.236 Diesel	\$89,000
SC4015 1975 40' Custom Ketch - 50 hp Perkins 4-108 Diesel	\$58,000
SW4025 1978 40' Custom Len Pearson - 105 hp Isuzu 630 Diesel	\$169,000
SW3592 1964 42' Blanchard Boat Co. - 130 hp Cummins JN-130 Diesel	\$32,500
SF3939 1973 42' Spencer Boats Ltd. - 60 hp Isuzu C240 Diesel	\$55,000
SA4092 2004 45' Radford /Reyse Marine - 75 hp Yanmar Turbo Diesel	\$245,000
SW3988 1937 50' Custom Ketch - 140 hp Perkins Diesel	\$174,000
SF3602 1974 53' Skookum - 75 hp Volvo Pentia MD42A Diesel	\$265,000
SS4054 1992 80' Custom Steel Motorsailer - 250 hp Cummins Diesel	\$480,000

YACHTS FOR SALE



THIS ONE SOLD
Now Selling Hull #4



127' CUSTOM MEGA YACHT LAUNCHING 2012
Opulent accommodations abound on this World Class Yacht. Huge Interior Space, 6 Ensuite Staterooms, Skyounge, Fantastic Finishing. **AMAZING PRICE!**
CALL RICH ROBERTS FOR DETAILS 604-880-3806

NEW 84 FOOT EUROPEAN DESIGNED HIGH END YACHT
Here is an exciting investment opportunity plus yachting in style with all the features you would expect.
CALL RICH ROBERTS FOR DETAILS 604-880-3806

**DO YOU ALREADY OWN A BOAT AND WANT TO TRADE UP OR DOWN IN SIZE?
CALL OUR BROKERS NOW... THEY WILL FIND YOUR NEXT DREAM BOAT!**



131' WORLD CLASS CRUISING YACHT
Ocean crossing range, luxurious accommodations, built to a very high standard. Nearing completion. Buy now and pick your final finishes. Excellent price. **CALL RICH 604-880-3806**



48' BEL-AIRE SHIPYARDS
Ex-Fisheries Patrol, Ready to cruise & well maintained, the Pillar Rock is for spending extended time along the BC Coast in comfort
ONLY \$120,000 - CALL HEIKO 604-760-6500



SOLD
40' BILL GARDEN PILOTHOUSE CUTTER
Set up for blue water cruising well equipped and maintained.
Only \$68,500
CALL JOHN 778-886-8695



ALBEMARLE 28'
Proven Express Fisher with Great Hull Design, Well Appointed cabin & Luxury Details... Buy the Best!
CALL RICH FOR DETAILS 604-880-3806



47' VAGABOND KETCH - \$209,000 Classic lines & safe cruiser w/extensive upgrades. 2 Staterooms each w/ensuite heads. Very comfortable passagemaker w/ large salon & dining. Want to charter before you buy? **CALL JOHN 778-886-8695**



40' Tollycraft Tri-Cabin Motor Yacht
Professionally maintained twin 8.2 GM Diesels, 250hp. Many upgrades and extras. Great views from the large main salon.
ONLY \$76,000 - CALL JOHN 778-886-8695



42' FRASER CENTER COCKPIT - Roomy 2 cabin yacht, rigged for offshore, full sets of cruising and storm sails. Volvo MD 17 engine, good electronics, hard dodger, plus 12' RIB with 25hp Merc. OB. **Only \$49,900...Call John 778-886-8695**



2011 ALBEMARLE 41' CONVERTIBLE
Fish in Style & Comfort. 2 Luxurious Cabins, Full Galley & Large Salon. Special Introductory Pricing!
CALL RICH 604-880-3806



SOLD
39' HOLLINS SLOOP 2002 Strong and fast steel, offshore vessel. Quiet & warm fully insulated hull. Low hours on economical Yanmar diesel. A must see well built sailboat!
ONLY \$59,000 - CALL GERRY 604-724-6788

NEW LISTINGS



60' LECLERCQ 2011 - 5 Staterooms each with private head. Currently the heart of a successful charter business. "Expedition Class" vessel. Great opportunity. **CALL HEIKO FOR DETAILS 604-760-6500**



41' CANOE COVE - One of the cleanest & most affordable Canoe Coves on the market. Many upgrades, large salon, twin Perkins diesels. **ONLY \$68,000**
CALL JOHN 778-886-8695



INTRODUCING HENLEY ALUMINUM BOATS
Canadian made, High Quality, Welded Aluminum boats for Pleasure or Commercial use. Lapstrake or flush strake hull.
CALL HEIKO FOR DETAILS 604-760-6500

EXPEDITION CHARTER



Buy a 1/10th share or book your charter aboard this 105' beautifully restored Gentleman's Yacht. We will be cruising from the Caribbean to Vancouver on a 12 week expedition. Charter opportunities for different legs of the journey for up to 8 passengers with full service.
CALL RICH FOR DETAILS. 604-880-3806
RROBERTS@MERIDIANYACHTS.CA

EXPEDITION - RESORTS

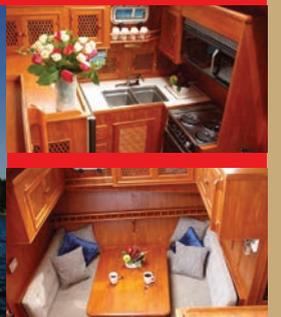


JOIN OUR EXCLUSIVE CLUB
Join our Exclusive Club and enjoy fantastic cruising aboard beautiful, fully crewed Yachts like these in some of the Best Destinations in the World... Call Rich for details **604-880-3806** or **rroberts@meridianyachts.ca**

CHARTER OR PURCHASE



42' TRI-CABIN MOTOR YACHT - ONLY \$149,900 Very comfortable salon, full galley, separate dining, 2 staterooms, 2 heads, heated & enclosed flybridge and aft deck, many recent upgrades.
Call Rich for details on purchase or charter. **604-880-3806**



JOHN PILLSBURY
778-886-8695

WES BADKE
250-505-3112

RICH ROBERTS
604-880-3806

DAVE KANE
778-885-9991

CHRIS BAKER
604-729-0719

GERRY PREFONTAINE
604-724-6788

CAPT. HEIKO HANSEN
604-760-6500

JESSE BURCH
604-250-7972

DAVID ROSSI
604-306-9375

www.meridianyachts.ca



Meridian Yachts

AT SKYLINE MARINA - 7851 RIVER ROAD,
RICHMOND, BC. V6X 1X8, CANADA.



THE HUNTER 33



SINCE 1964

**SPECIALTY
YACHTS**

www.specialtyyachts.com

It's time to sail into November!
There's no better way to enjoy beautiful B.C.



THE HUNTER 40: SETTING A NEW BENCHMARK IN DESIGN, PERFORMANCE & LUXURY



THE NEW HUNTER 33: CRUISING WORLD'S BOAT OF THE YEAR



"AT THE HELM OF MY NEW HUNTER 50AC WITH SOME MEMBERS OF THE SPECIALTY YACHTS TEAM."

OUR CUSTOMERS SAY:
"Twenty five years ago at the Vancouver Boat Show I first came across Hunter sailboats and was immediately taken by their unique and innovative designs. I have been sailing most of my life and I finally took the plunge and bought my own new Hunter 38 in 2010 from Specialty Yachts. Cruising the West Coast for the next three years only whetted my appetite for more. Last month I picked up my new Hunter 50ac and even my high expectations were exceeded. Not just the performance of this exceptional yacht, but by the service provided by everyone in the Specialty Yachts family. It has been truly a Best in Class experience." Leo Knight



THE LATEST 2014 HUNTER 50AC IS ON ORDER, ARRIVING IN EARLY NOVEMBER



2002 HUNTER 420 PASSAGE \$149,000



1984 FREEDOM 32 \$44,900



1995 HUNTER 336 \$57,900



1991 HUNTER 30T \$37,500



2004 CARVER 564 \$379,000



2007 CARVER 36M \$185,000



2004 BOSTON WHALER 320 OUTRAGE \$94,900



1999 HUNTER 310 \$51,900



1992 HUNTER 36 VISION \$78,900



1982 C&C 30 MKII \$34,900



2009 HUNTER 38 \$165,000



2003 HUNTER 386 \$129,900

ALSO LISTED: 2003 Hunter 420 \$172,900 • 1989 Hunter 30 \$26,900 • visit us to see all our listings!

Ready to move into a new boat? We've got buyers!
Let us sell your quality yacht listing.



**POWER AND SAIL:
WE SELL IT ALL!**



INTRODUCING THE MARLOW MAINSHIP 32

Looking for a little more power? This trawler is tailor-made for worry-free cruising in B.C.'s coastal waterways! Coming soon to our docks.



YOU'LL LOVE THE MARLOW MAINSHIP

With its classic lines, host of cruising amenities and open interior, it's no wonder this new trawler was a hit at the 2013 Miami Boat Show. We are thrilled to be bringing it here to Vancouver, soon. Come see what all the excitement is about for yourself!





CRESENT BEACH MARINA

12555 CRESENT ROAD, SURREY BC, CANADA. V4A2V4

CALL
604-538-9666
 OR AFTER HOURS CONTACT
DERM CONNORS
604-230-5447

Boathouses For Sale With Moorage - From 40' to 65' - Prices from \$25,000 to \$100,000



1989 30' SEARAY SUNDANCER

Only 900 Hrs On Her Twin 5.7 Liter Mercruiser With Alpha One Legs, Bow Thruster, Fresh Anti-Foul Paint, All Chain Rode, Fuel Flow Meters, 1800 Watt Inverter, Three bus Heaters, Spare Props., Snap-In Sun Pads. Moorage Available @ Crescent Beach Marina For This Boat
\$22,000



1978 40' MARINE TRADER TRI CABIN

Twin Economical Ford Lehman Diesel Engines. Beautiful Teak Interior, Updated Propane System, Large Aft. Cabin, Vacu-Flush Head
\$65,000



1979 32' TROJAN SPORT FISH

New Windlass, New Fully Enclosed Canvas, Dingy Hoist, Four House Batteries, Two Shore Power Inlets, Microwave Oven, Loran GPS/Plotter, Dripless Shafts. Both Engines Rebuilt. Very Clean And Ready To Cruise.
ASKING \$29,995



1979 28' TREND

Twin 5.0 Liter Volvo Engines (980/937 Hrs) With 280 Legs, New Water Tank, Risers & Manifolds, Both legs serviced, New Canvas, Steering Serviced, Engines Tuned In 2009. This Is A Turn-Key Boat.
\$19,995



1990 25' COBALT 253 CONDURRE

Only 260 Hours On Her 7.4 Liter Mercruiser Engine C/W Bravo One Drive With SS Prop., Power Engine Hatch, Spare Prop., SS BBQ, Standard Horizon CP 3001 Chart Plotter, Tandem Axle Trailer. Sitting On Her Trailer At Our Yard.
ASKING \$19,995



2011 18' SEARAY 185

Only 34 Hrs On Her Very Fuel Efficient 3 liter Mercruiser With A Alpha One Leg. Snap-In Carpet, Custom Sport Graphics, GPS/Fish Finder, Galvanized Trailer C/W Swing Tongue. This Boat Is In Mint Condition
\$20,995



2008 24' BAYLINER 245

The Owner Has Already Purchased A New Larger Boat, Brand New Engine Installed In 2011 (Due To Freezing). This Boat Shows As New. Great Chance To Pick Up An As New Boat At A Used Price. Moorage Available At Crescent Beach Marina For This Boat.
ASKING \$39,995



2004 34' SEARAY 340 SUNDANCER

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



1997 35' CARVER

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



1991 36' TIARA OPEN SUNBRIDGE

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



2007 28' BAYLINER 285

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



1955 35' CHRIS CRAFT CAPITAN

New Interior, Canvas, Engines, Wiring & Winter Cover. Fresh Anti-Foul Paint, Zincs & Trim Paint. Engines & Wiring Professionally Installed. Boat Had A Full Stripping Of Brite Work In 2007 & New Transom & Planks In 2003
\$19,995



2007 18' BAYLINER 175

Low Hours, C/W Galvanized Trailer, Auto Theft System, Fish Finder. Very Clean.
ASKING \$14,995



1955 35' CHRIS CRAFT CAPITAN

New Interior, Canvas, Engines, Wiring & Winter Cover. Fresh Anti-Foul Paint, Zincs & Trim Paint. Engines & Wiring Built & Professionally Installed. Boat Had A Full Stripping Of Brite Work In 2007 & New Transom & Planks In 2003.
\$19,995



2002 24' FOUR WINNS 240 HORIZON

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



2005 30' BAYLINER 305

Only 87 Hours On Her Twin Mercruiser 5.7 Liter Engines With Bravo Two Legs. 5 KW Gas Generator. Fully Loaded, Gps, Radar, VHF Radio, Windlass, Reverse Air Heat & Air Condition, Two LCD Flat Screen TV's C/W DVD Package
ASKING \$52,995

We have slips available from 20' - 50' on a yearly basis
"View all our boats online at "

NAVY POINT • YACHT SALES •

NAVY POINT BROKERAGE TRUST, INTEGRITY, KNOWLEDGE

Clean, turn-key DUFOUR 36 CLASSIC



2002 DUFOUR 36 - \$118,000 - CLEAN!

AIR, ELECTRONICS, READY TO GO



2004 BENTEAU 361 - \$109,000

Great quality and built by the worlds best



2003 JEANNEAU 32 - Ready to go!

Exclusive Ontario Dealer for:  JEANNEAU Exclusive Ontario Dealer for:  BLUE JACKET

IN STOCK READY TO GO - 2013 - JEANNEAU 409



WINNER EURO YACHT 2011 - bow thruster, power winch

INTRODUCING THE BLUE JACKET 40 - Something special



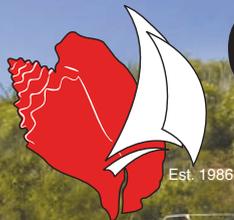
Be prepared for a whole new level of sailing

Located in the Port Credit Harbour Marina - 1 Port Street East, Mississauga
905 271 2222 • shawn@navypointmarine.com • navypointmarine.com

SERVICE • INTEGRITY • KNOWLEDGE • TRUST

NAVY POINT GETS RESULTS!

Whether you are selling or buying a sailboat, NAVY POINT has the solution for you. Our brokers work hard to get you the results you want. BEST DEALS - BEST BOATS



Conch Charters Ltd.

British Virgin Islands

- Bareboat/Skippered
- Monohulls 32' - 52'
- Catamarans 38' - 47'

**"BVI's
Best Deals
on Keels!"**

Our Cat prices will make you purrr!!

WWW.CONCHCHARTERS.COM

email: sailing@conchcharters.com - (284) 494-4868
Toll Free: USA 800-521-8939 • Canada 800-463-6625
Yacht Brokerage Division: charteryachtsales.com

"Best Yacht Management Program"





DISCOUNTED WINTER RATES!

CALL FOR DETAILS

CUSTOMIZED CRUISE & LEARN

With our private Cruise & Learn program, you complete the course theory at home then do the practical with a professional instructor as part of a cruising holiday. No stuffy classroom or crowded boat – you learn when it's convenient for you on the yacht you choose. Successful graduates are awarded certificates from the International Sail and Power Association. Call us for more details.



YACHT LEASE

Our Yacht Share program is an ideal way to learn to boat and enjoy year-round cruising without owning your own yacht. Starting at just \$375 per month, you can enjoy sailing or power boating for up to 64 days a year. Instruction is included when you become a member and there are no long-term obligations. See www.bluepacificcharters.com for more details or call us to learn more.

CHARTERING

If you know how to Boat or would like to hire an instructor, charter one of Blue Pacific's well-maintained yachts and explore Desolation Sound, the Gulf Islands, the San Juans or the Sunshine Coast. We are conveniently located on Granville Island and offer bareboat charters and Cruise and Learn vacations on sail or power boats from 27 to 65 feet. To see our fleet, go to www.bluepacificcharters.com then call or email us to check availability.



Blue Pacific Yacht Charters

1519 Foreshore Walk, Granville Island, Vancouver, B.C. V6H 3X3

Tel: 604-682-2161 • Toll Free: 1-800-237-2392 • Fax: 604-682-2722

info@bluepacificcharters.com • www.bluepacificcharters.com

Ask about Full Service Yacht Management

“We’re excited about taking our first bareboat charter on our own.”



“My wife and I had an absolutely wonderful experience in the Fast Track to Cruising course in the BVIs. The instructors were all excellent - extremely knowledgeable and patient. I had some small boat experience and my wife was a complete novice – but we’re now comfortable and excited about taking our first bareboat charter on our own.”

Wyatt Blassingame • Morrison, CO
Fast Track to Cruising®

Sailing courses for all skill levels.

Captiva Island, Florida • Ft. Myers Beach, Florida • St. Petersburg, Florida • Tortola, British Virgin Islands
New York City • Jersey City, New Jersey • St. Michaels, Maryland



Over 130,000 Graduates Since 1964

800-221-4326

www.OffshoreSailing.com



SAILING – Good for You. Good for the World!®

The Official
Sailing School for

The Moorings®

Discover Europe in a whole new way!

FRANCE | ITALY | GERMANY | ENGLAND | IRELAND | SCOTLAND | BELGIUM | HOLLAND



Do you dream of traveling through the scenic European countryside with family and friends along the charming waterways that meander through historic sites that you have only read about and scenes that have inspired great artists?

Le Boat's intimate self-drive cruisers will open up a new way for you to discover Europe; your cruiser is your private floating villa giving you the freedom to travel at your own pace; stopping where you want and when you want, and best of all no experience or licence is necessary.

Call 866 649 2116 or visit www.leboat.com for more information & to view a video



Remember the **Footloose Price Guarantee!**

Your Most Awesome Sailing Vacation Ever!

Feel the *excitement* of your Footloose yacht cruising through the crystal clear waters of the British Virgin Islands – Life doesn't get better than this.

Don't forget the **Footloose Price Guarantee:** we will beat any competitors offer by \$100.



www.footloosecharters.com | 888.852.4666



you're in the right company

Are you looking for a perfect vacation, with a charter company that is passionate about sailing? A company who will treat you as an individual, while offering unparalleled customer service? Sailors who know, sail with Horizon.

Horizon Yacht Charters understands the importance of spending your precious time amongst friends and family, which is why we ensure that the moment you step aboard your immaculate yacht, you will be able to sit back, relax and enjoy some of the most spectacular cruising grounds in the world.

Ask us about yacht ownership – Horizon can customize our programmes, so you get exactly what works for you.

It's your yacht, your way.



Factory Direct importers of



Caribbean British Virgin Islands • Antigua & Barbuda • Grenada & the Grenadines • St Maarten USA Annapolis, MD • Mystic, CT

www.horizonyachtcharters.com

Phone 284 494 8787 • Toll free 877 494 8787 • info@horizonyachtcharters.com

Ordinary People. Extraordinary Vacations!

CYOA has been helping people make the most of their vacations for over 30 years with beautifully maintained yachts, sensible prices, and a friendly, professional staff.

Visit our website to select an air-conditioned cat or monohull from our late-model fleet, and let our on-island experts help you plan the perfect sailing vacation.

Better yet -- invest in your own exciting CYOA charter yacht with guaranteed payments, optional commitment terms, and much more! **Contact us today!**



Sail Cats | Power Cats | Monohulls | Trawlers | Bareboat | Skippered
 Frenchtown | St Thomas USVI
 800-944-2962 | 340-777-9690

www.cyoacharters.com | info@cyoacharters.com



CYOA is enviro-friendly and 100% holding tank equipped



ED HANDJA Personal Real Estate Corporation & **SHELLEY MCKAY**

Your **BC OCEANFRONT TEAM**
Specializing in Unique Coastal Real Estate in British Columbia



Ed: 250.287.0011 Shelley: 250.830.4435 Toll Free: 800.563.7322
edhandja@bcoceanfront.com & shelleymckay@bcoceanfront.com



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



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



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



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



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



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



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



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



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



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



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



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

PRIVATE PORTFOLIO OF COASTAL PROPERTIES NORTH COAST AND WEST COAST VANCOUVER ISLAND

Offered for sale are six substantial waterfront properties totaling 1000 acres throughout the central west coast and northern regions of Vancouver Island. Titles are offered individually and consideration will be given for multiple property offers.



Rupert Inlet, Kenny Point: \$460,000

- 99 acres
- 1500m / 4921ft diverse oceanfront
- approx. 10,000 cubic metres of mature timber



Rupert Inlet, Section 16: \$450,000

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



Quatsino Sound, Sec 26: \$249,999

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



Quatsino Sound, Sec 10: \$222,999

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



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

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



Muchalat Channel: \$415,000

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

ED HANDJA Personal Real Estate Corporation & **SHELLEY MCKAY**

Your BC Oceanfront Team

Specializing in Unique Coastal Real Estate in British Columbia

Ed 250.287.0011 • Shelley 250.830.4435

Toll Free 800.563.7322

edhandja@bcoceanfront.com

shelleymckay@bcoceanfront.com



www.bcoceanfront.com

YOUR BABY



YOUR BABY'S BLANKET



Keep your baby clean and dry this winter. Our 1" aluminum frames with Arctic Guard cover, installs in just a few hours. Mast up or down.

QUINTE CANVAS MFG.

1-800-268-4186 Kingston, Ontario Canada
 topshop@kos.net www.topshop.on.ca




Nautical Jewellery Inc.
 Made in Canada

www.nauticaljewellery.com



ANDREWS TRUCKING



ATL
 ANDREWS TRUCKING LIMITED

The Experts in Yacht Transporting
 Large or Small Power or Sail
 R.R. 4 Niagara-on-the-Lake, Ontario.

No charge Dialing 1-800-263-7140

Anthony-Keats Marine
 for more than fifty-five years

- Westerbeke Gas and Diesel Generators
- Westerbeke Diesel Propulsion Engines
- Westerbeke Industrial Diesel Gen Sets
- Universal Diesel Engines
- Velvet Drive transmission and parts
- SeaKamp Heat exchangers
- Speedseal Impeller covers
- Transmission repairs Hurth, ZF, Paragon, Velvet Drive
- Repair parts for Mercruiser, Volvo, Crusader





• phone-1-519-825-4631 • fax-1-519-825-7752 • parts 1-800-345-8341
 website: www.anthonykeatsmarine.com
 email: anth-kea@on.aibn.com

Boat insurance.
It's what we do!



www.northstarinsurance.ca
 info@northstarinsurance.ca
 1.866.717.9295

Northstar
 MARINE INSURANCE

Need some Sun?
Come sailing in the Caribbean!

Max. 5 guests, ensuite cabins
 Great, healthy, home cooked food
 Experienced skipper, personal attention
 An active sunshine holiday
 Solo travellers encouraged

Beginners Welcome
YACHTIBIS.COM





Thunderbird Marina
West Vancouver
604.921.7457
Reed Point Marina
Port Moody
604.939.0499
Westport Marina
Sidney
Vancouver Island
250.656.5832

150 exclusive listings:
www.thunderbirdmarine.com

**B.C.'s Largest Database
of Used Boats**



TRITON SAILS

Longstanding Canadian Sailmaker
Great Sails, Great Service, Fair Prices.

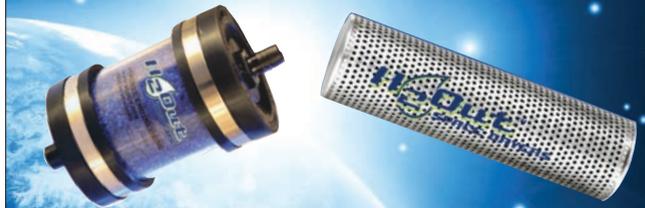
864 Lakeshore RD E.,
Mississauga, ON L5E 1E1
Tel: 905-891-8166
Fax: 905-891-8167



www.tritonsails.com



DRY YOUR WORLD
AND PREVENT MOULD, MILDEW
AND FUEL CONTAMINATION
INFINITELY RENEWABLE



*DEALER INQUIRIES WELCOMED

H2OUT SYSTEMS CANADA
Division of Quinte Canvas
Kingston, Ontario
H2OutCanada.com
1-800-268-4186



CRANKY AMPS

Marine Electrical Services

Mobile Marine Electrical Services

- Batteries
- Wind Generation
- Solar Panels
- Alternators
- Electronics



"Because it's not about size,
it's about capacity!"

Ross Eckley www.crankyamps.com 905-599-0188



THE PERFECT MULTIPURPOSE
VESSEL FOR
COTTAGERS/COMMUTERS

1-888-668-6808



CUSTOMBOATWORKS.CA

Fibreglass Repair Material

Don't Make the #1 Goof in boat repair
get expert advice

Gel Coats &
Color Matching
Resins - Epoxy
Matt - Cloth



Rayplex Limited,
Tel: (905)579-1433, Fax: (905)579-1431
www.fibreglass.com info@fibreglass.com



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



TALES from TWO CITIES

LICENSED TO THRILL

By John Morris

TORONTO

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

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

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

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

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

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

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

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

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

SAN FRANCISCO

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

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

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

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

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

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

AND IN QUEBEC...

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



SPERRY[®]
TOP-SIDER 





Downeast, beautiful ... and yours.



The exciting new Sabre 38 Salon Express is now available in Central Canada through –

True North Yachts
1 Port Street East
Port Credit, ON L5G 4N1
Phone: 905-274-8001



The All New Sabre 38 Salon Express

Sabre 38, 42, 48 & 54 Salon Express • Sabre 42 & 54 Fly Bridge

SABRE
Yachts

Box 134 • South Casco, Maine 04077
Tel 207-655-3831 • www.sabreyachts.com

